## **NACOmatic**

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GCM

**GMJ** 

GOK

GUY

GZL

**H68** 

H71

HBR HHW

HMY

**HSD** 

JSV

JWG

LAW

LTS

MDF

83

153

156

160

294

331

281 167

173

180

211

282

333

176

32 197 22 OCT 2009 to 19 NOV 2009

## **ALTERNATE MINS**



### INSTRUMENT APPROACH PROCEDURE CHARTS

## AIFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

NAME ADA, OK	ALTERNATE MINIMUMS	NAME BLYTHEVILLE, AF	ALTERNATE MINIMUMS			
	RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35 ther not available.	ARKANSAS INTL	ILS Rwy 18 VOR Rwy 18 VOR Rwy 36			
ALTUS, OK		NA when using Bly setting.	theville Muni altimeter			
ALTUS/QUARTZ MOUNTAIN RGNL .	RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35	BLYTHEVILLE MUN	RNAV (GPS) Rwy 18			
	VOR-A	NA when local wea				
NA when local wea		CLAREMORE, OK				
<sup>1</sup> NA when KLTS AT	CT closed.	CLAREMORE RGNI	RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35			
ARDMORE, OK		NA when local wea				
ARDMORE MUNI	ILS or LOC Rwy 31 <sup>13</sup> VOR-B <sup>2</sup>	CLINTON, OK				
	00-2; Category C, 800-2; 2½. LOC, Category D,		N ILS Rwy or LOC 17R <sup>1</sup> VOR Rwy 35L <sup>2</sup>			
800-2½.	2.	NA when control to				
<sup>2</sup> Category D, 800-2 <sup>3</sup> NA when control to		800-234.	700-21/4. LOC, Category E,			
		<sup>2</sup> Category E, 800-2	23/4.			
BARTLESVILLE, C	NI RNAV (GPS) Rwy 17	CLINTON RGNI	RNAV (GPS) Rwy 17			
B/II(TEEGVIELE MG	RNAV (GPS) Rwy 35 VOR Rwy 17	OLIVION RONE	RNAV (GPS) Rwy 35 VOR/DME-A			
	VOR/DME Rwy 35	NA when local wea				
NA when local wear						
Category D, 800-2	1/4.	CUSHING, OK	NDD Dung 26			
BATESVILLE, AR		COSHING MONI	NDB Rwy 36 RNAV (GPS) Rwy 36			
	RNAV (GPS) Rwy 7 RNAV (GPS) Rwy 25	NA when local wea				
NA when local wea		DEQUEEN, AR J. LYNN HELMS SEVIER COUNTYRNAV (GPS) Rwy 8 NA when local weather not available.				





FLIPPIN, AR

MARION COUNTY RGNL ..... RNAV (GPS) Rwy 41 RNAV (GPS) Rwy 22 VOR-A

NA when local weather not available. <sup>1</sup>Categories A, B, 900-2; Category C, 900-21/2. JONESBORO MUNI ...... ILS or LOC Rwy 23 RNAV (GPS) Rwv 23 RNAV (GPS) Rwy 31

#### LAWTON, OK

LAWTON-FORT SILL

RGNL ..... ILS or LOC Rwy 35 VOR Rwy 35

NA when control tower closed.





ALTERNATE MINS	
NAME ALTERNATE MINIMUMS  LITTLE ROCK, AR  ADAMS FIELD	NAME ALTERNATE MINIMUMS  NORMAN, OK  UNIVERSITY OF OKLAHOMA  WESTHEIMERILS or LOC Rwy 17¹  NDB Rwy 3²³  NDB Rwy 35²³  RNAV (GPS) Rwy 3²  RNAV (GPS) Rwy 17²  ¹NA when control tower closed.
RNAV (GPS) Rwy 22L <sup>34</sup> RNAV (GPS) Rwy 22R <sup>34</sup> VOR-A <sup>3</sup> 1ILS, Category C, 700-2; Category D, 1000-3. LOC, Category D, 1000-3.	<sup>2</sup> NA when local weather not available. <sup>3</sup> Category D, 800-2 <sup>1</sup> / <sub>4</sub> . <b>OKLAHOMA CITY, OK</b> WILEY POSTILS Rwy 17L <sup>1</sup>
<sup>2</sup> ILS, Categories A,B,C, 700-2; Category D, 1000-3. LOC, Category D, 1000-3. <sup>3</sup> Category D, 1000-3. <sup>4</sup> NA when local weather not available.	RNAV (GPS) Rwy 17L <sup>2</sup> <sup>1</sup> NA when control tower closed. <sup>2</sup> NA when local weather not available.  WILLROGERS WORLD ILS or LOC Rwy 17L <sup>1</sup>
MC ALESTER, OK  MC ALESTER RGNL RNAV (GPS) Rwy 2  RNAV (GPS) Rwy 20  NA when local weather not available.	ILS or LOC Rwy 17R1 ILS Rwy 35R1 ILS or LOC/DME Rwy 35L1 RADAR-11 VOR Rwy 17L2
MONTICELLO, AR  MONTICELLO MUNI/ ELLIS FIELDRNAV (GPS) Rwy 3  RNAV (GPS) Rwy 21  VOR-A  NA when local weather not available.	<sup>1</sup> Category E, 1000-3. <sup>2</sup> Categories A,B, 1100-2; Categories C,D,E, 1100-3. <b>OKMULGEE,OK</b> OKMULGEE RGNLRNAV (GPS) Rwy 18
MOUNTAIN HOME, AR  OZARK RGNL ILS or LOC/DME Rwy 5  RNAV (GPS) Rwy 5  RNAV (GPS) Rwy 23  VOR-A	NA when local weather not available.  PONCA CITY, OK  PONCA CITY RGNL
NA when local weather not available.  MUSKOGEE, OK  DAVIS FIELD	ROGERS, AR ROGERS MUNI- CARTER FIELDRNAV (GPS) Rwy 20¹ VOR Rwy 2² ¹NA when local weather not available. ²Category C, 800-2¼; Category D, 800-2½.
NA when local weather not available.  ¹Category E, 1000-3.  NEWPORT,AR  NEWPORT MUNI	RUSSELLVILLE, AR RUSSELLVILLE RGNL RNAV (GPS) Rwy 7 Category D, 900-234.  SEARCY, AR SEARCY MUNI
	INA WHEN IDUAL WEALINET HOL AVAILABLE.

SEMINOLE, OK

SEMINOLE MUNI ...... RNAV (GPS) Rwy 16 NA when local weather not available.



09267

NAME

## **ALTERNATE MINS**



SILOAM SPRINGS, AR	TULSA, OK
SMITH FIELD RNAV (GPS) Rwy 18	RICHARD LLOYD
RNAV (GPS) Rwy 36	JONES,JR ILS or L
VOR-A	RNAV (
NA when local weather not available.	
	NA when local weather not availab
STILLWATER, OK	<sup>1</sup> ILS, 700-2. ILS,LOC, NA when co
STILLWATER RGNL ILS or LOC Rwy 171	closed.
NDB Rwy 17 <sup>2</sup>	
RNAV (GPS) Rwy 172	TULSA INTL ILS or LC
RNAV (GPS) Rwy 35 <sup>2</sup>	ILS or LC
VOR Rwy 17 <sup>2</sup>	ILS or LC
VOR/DME Rwy 35 <sup>2</sup>	RNAV (GF
<sup>1</sup> NA when control tower closed.	RNAV (GF
<sup>2</sup> NA when local weather not available.	RNAV (G
	RNAV (GF
STUTTGART, AR	VOR or TA
STUTTGARTMUNI RNAV (GPS) Rwy 9	<sup>1</sup> ILS, Category D, 700-2; Category
RNAV (GPS) Rwy 18	LOC, Category E, 800-21/4.
RNAV (GPS) Rwy 27	<sup>2</sup> ILS, Category D, 700-2.
RNAV (GPS) Rwy 36	3ILS, Categories A, B, C, D, 700-2

**ALTERNATE MINIMUMS** 

#### TAHLEQUAH. OK

TAHLEQUAH MUNI ...... RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35

NA when local weather not available.

NA when local weather not available.

## TEXARKANA, AR

TEXARKANA RGNL/

WEBB FIELD .....ILS or LOC Rwy 2212

LOC BC Rwy 41 RNAV (GPS Rwy 4 RNAV (GPS Rwy 13 RNAV (GPS) Rwy 22

> RNAV (GPS) Rwy 31 VOR Rwv 13

NA when local weather not available.

<sup>1</sup>NA when control tower closed. <sup>2</sup>ILS,Category D, 700-2.

### TUI SA OK

LOC Rwy 1L1 GPS) Rwy 1L VOR/DME-A

ble.

ontrol tower

OC Rwy 18L1 OC Rwy 18R<sup>2</sup> OC Rwy 36R<sup>3</sup> PS) Rwy 18L4 PS) Rwy 18R4 GPS) Rwy 264 PS) Rwy 36R4 CAN Rwy 264

y E, 700-21/4.

3ILS, Categories A, B, C, D, 700-2. LOC,

Category E, NA.

4Category E, 800-21/4.

### WOODWARD, OK

WEST WOODWARD ...... RNAV (GPS) Rwy 1712 RNAV (GPS) Rwy 3512 VOR/DME-A<sup>2</sup>

<sup>1</sup>NA when local weather not available. <sup>2</sup>Category D, 800-21/4.

ALTUS AFB (KLTS), OK (Amdt 2, 09267 USAF)	
RADAR1 - Ctc APP CON (E) 125 1 257 725 V	

**ELEV 1382** 

· -	··· (=, .=• =•=•	v			
		•	DH/	HAT/ HATh/	
RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	CEIL-VIS
17R³⁴		AB	1740/24	361	(400-1/2)
		CDE	<b>1740</b> /40	361	(400-3/4)
17L <sup>34</sup>		AB	<b>1740</b> /24	358	(400-1/2)
		CDE	<b>1740</b> /40	358	(400-3/4)
35R⁴		AB	1740/24	378	(400-1/2)
		CDE	<b>1740</b> /40	378	(400-3/4)
35L⁵		AB	<b>1760</b> /24	407	(400-1/2)
		CD	<b>1760</b> /40	407	(400-3/4)
		E	<b>1760</b> /50	407	(400-1)
All Rwy		Α	<b>1780</b> -1	398	(400-1)
			1840-1	458	(500-1)
			<b>1840</b> -1½	458	(500-11/2)
			<b>1940</b> -2	558	(600-2)
		E	<b>1980</b> -2	598	(600-2)
	17R <sup>34</sup> 17L <sup>34</sup> 35R <sup>4</sup> 35L <sup>5</sup>	17R <sup>34</sup> 17L <sup>34</sup> 35R <sup>4</sup> 35L <sup>5</sup>	17R <sup>34</sup> AB CDE 17L <sup>34</sup> AB CDE  35R <sup>4</sup> AB CDE  35L <sup>5</sup> AB CDE	RWY   GS/TCH/RPI	RWY GS/TCH/RPI CAT MDA-VIS HAA  17R <sup>34</sup> AB 1740/24 361  CDE 1740/40 361  17L <sup>34</sup> AB 1740/24 358  CDE 1740/40 358  35R <sup>4</sup> AB 1740/24 378  CDE 1740/40 378  35L <sup>5</sup> AB 1760/24 407  CD 1760/40 407  E 1760/50 407  All Rwy A 1780-1 398  B 1840-1 458  C 1840-1½ 458  D 1940-2 558

<sup>&</sup>lt;sup>1</sup>Opr 1600-0600Z++ wkd,clsd wkend and hol. <sup>2</sup>No-NOTAM preventive maint sked: ASR 1100-1315++ Mon-Fri. <sup>3</sup>Stepdown fix 2 NM fr rvy thld. <sup>4</sup>When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1½ miles. <sup>5</sup>When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT CD RVR to 60 and vis to 1½ miles, CAT E vis to 1½ miles. <sup>6</sup>Circling not authorized W of Rwy 17R-35L.

FAYETTEVILLE, AR	Orig-A, APR 21, 1997 (FAA)
DDAKE EIELD	

ELEV 1251

RADAR- 121.0 244.57 ▼

HAT/ HAT/
DA/ HATh/ DA/ HATh/
RWY GS/TCH/RPICAT MDA-VIS HAA CEIL-VIS CATMDA-VIS HAA CEIL-VIS

	KWI G	3/ I CH/KPICA I	MDA-VIS	паа	CEIL-VIS	CA	I MDA-VIS	паа	CEIL-VIS
ASR	16	Α	<b>2060</b> -1	809	(900-1)	В	2060-11/4	809	(900-11/4)
		С	2060-21/4	809	(900-21/4)	D	2060-21/2	809	(900-21/2)
					(000 1)	_	447		(000 11/)

CIRCLING

C 2060-2½ 809 (900-2½) D 2060-2½ 809 (900-2½)

CIRCLING

A 2060-1 809 (900-1) B 2060-1½ 809 (900-1½)

C 2060-2½ 809 (900-2½) D 2300-3 1049 (1100-3)

Circling NA East of runway 16-34. Inoperative table does not apply.

#### FORT SMITH, AR Amdt 8B, AUG 28, 2008 (FAA) **ELEV 469** FORT SMITH RGNL HAT/ HAT/ HATh/ HATh/ DA/

1140-21/4 692

1200-134 731

1200-21/4 731

CAT

CDF

ABC

DF

AB

С

D

Е

С

D

Ε

AMDT.4A. JAN 10. 2000 (FAA)

DA/

ABC 1560-3/4

1600-1

1680-2

RWY GS/TCH/RPI CAT MDA-VIS HAA

AB

D

HAT/

471

490

570

HATh/

AB

ABCDE

AB

1200-1/2

1200-1

When control tower closed ASR not authorized. Circling to Rwy 1 NA at night.

HENRY POST AAF (KFSI), OK (Fort Sill) (Amdt 12, 08297 USA)

RADAR	2 - 120.9	343.75 😿 🛕	<b>Y</b>
ASR	RWY 0	SS/TCH/RPI	C.

Circling Cat E NA when R-2401B active.

RADAR - (E) 120.55 322.4 A NA

RWY

35

17

35

17

17-35

LAWTON. OK

RADAR 1 - 120.55 322.4

35

<sup>1</sup>Cat E cir not auth W of Rwy 17-35.

LAWTON-FORT SILL RGNL

1

7

CIRCLING

PAR

ASR

CIR<sup>1</sup>

ASR

CIRCLING

DA/ AT MDA-VISHAA CEIL-VIS CAT MDA-VISHAA CEIL-VIS 1040/24 594

D

D

D

AB

AB

AΒ

GS/TCH/RPI

3.0°/48/918

3.0°/42/809

1040/60 594 1140-1 692

731

731

 $(600-\frac{1}{2})$  $(600-1\frac{1}{4})$ (700-1) $(700-2\frac{1}{4})$ 

 $(800-\frac{1}{2})$ 

(800-1)

DH/

MDA-VIS

1388/24

1388/40

1388-3/4

**1540**/40

1540/50

1660-11/4

1660-11/2

1660-13/4

1680-11/2

1740-2

1780-2

 $(500-\frac{3}{4})$ 

(500-1)

(600-2)

1680-1

1660-1

(800-1<sup>3</sup>/<sub>4</sub>) E

(800-21/4) E

С Ε С Е С

C

1040/50 594 (600-1)

HAT/

HAA

200

200

200

352

352

472

472

472

472

492

492

552

592

**ELEV 1110** 

D

С

DA/

CEIL-VIS CAT MDA-VIS HAA CEIL-VIS

1560-1

HATh/

1040-11/2 594 (600-11/2) 1140-2 1140-21/2 692 (700-21/2) **1200**-1½ 731 (800-1½) 1200-2

**1200**-2

692 (700-2)

731 (800-2) 731 (800-2) 1200-21/2 731 (800-21/2)

**CEIL-VIS** 

 $(200-\frac{1}{2})$ 

 $(200-\frac{3}{4})$ 

 $(200-\frac{3}{4})$ 

 $(400-\frac{3}{4})$ 

(400-1)

(500-1)

(500-11/4)

 $(600-1\frac{1}{2})$ 

 $(500-1\frac{3}{4})$ 

(500-11/2)

(500-1)

(600-2)

(600-2)

HAT/

**1620-**1½ 510 (600-1½)

HATh/

471 (500-1)

**ELEV 1187** 

LAWTON, OK

Amdt. 1B, JUN 25, 2002 (FAA)

**ELEV 1110** 

LAT/

LAWTON-FORT SILL RGNL

RADAR 2 - 120.55 322.4

					TIA II				HAI/	
				DA/	HAT	1/		DA/	HATh	1
	RWY (	GS/TCH/RPI	CAT	MDA-VIS	HAA	<b>CEIL-VIS</b>	CAT	MDA-VIS	HAA	CEIL-VIS
ASR	17		AB	1620-1	510	(600-1)	CD	1620-11/2	510	(600-1½)
CIRCLIN	IG			1620-1 1680-2		(600-1) (600-2)	С	1620-11/2	510	(600-1½)

.....

LITTLE ROCK, AR

Amdt 17, JUL 2, 2009 (FAA)

ELEV 262

**ADAMS FIELD** 

RADAR-1 - 135.4 291.775 353.6 ▼ 🛕

				DA/	HAT/ HATh	I		DA/	HAT	
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	<b>CEIL-VIS</b>	CAT	MDA-VIS	HAA	CEIL-VIS
ASR	4R		ABC	<b>720</b> /40	460	$(500-\frac{3}{4})$	D	<b>720</b> /50	460	(500-1)
	4L		AB	<b>780</b> /40	522	$(500-\frac{3}{4})$	С	<b>780</b> /50	522	(600-1)
			D	<b>780</b> /60	522	(600-11/4)				
	18		AB	720-1	462	(500-1)	С	720-11/4	462	$(500-1\frac{1}{4})$
			D	<b>720</b> -1½	462	(700-11/2)				
	22R		AB	<b>740</b> /24	478	(500-1/2)	С	<b>740</b> /40	478	$(500-\frac{3}{4})$
			D	<b>740</b> /50	478	(500-1)				
	22L		AB	<b>740</b> /40	480	(500-3/4)	С	<b>740</b> /60	480	(500-11/4)
			D	<b>740</b> -1½	480	(500-1½)				
	36		AB	<b>780</b> -1	523	(600-1)	С	780-11/2	523	(600-11/2)
			D	<b>780</b> -1¾	523	$(600-1\frac{3}{4})$				
CIRCLI	٧G		AB	<b>780</b> -1	518	(600-1)	С	880-13/4	618	$(700-1\frac{3}{4})$
			D	<b>1180</b> -3	918	(1000-3)				

For inoperative MALSR increase S-4R and S-4L Cats A/B visibility to RVR 5000. Inoperative table does not apply to S-22L Cat C. Visibility reductions for helicopters NA.

OKLAHOMA CITY, OK

Amdt. 2, FEB 9, 1989 (FAA)

**ELEV 1299** 

WILEY POST

RADAR - 124.6 266.8 🔻

10127111	12 1.0	200.0		HAT/				HAT/	,
			DA/	HATh	I		DA/	HATI	
	RWY	GS/TCH/RPICAT	MDA-VIS	HAA	<b>CEIL-VIS</b>	CAT	MDA-VIS	HAA	CEIL-VIS
ASR	35R	AB	1840-1	541	(600-1)	С	1840-11/2	541	(600-1½)
		D	1840-13/4	541	(600-13/4)				
CIRCLIN	1G	AB	1840-1	541	(600-1)	С	1840-11/2	541	(600-1½)
		D	1880-2	581	(600-2)				

OKLAHOMA CITY, OK Amdt. 20A, OCT 30, 2002 (FAA)

**ELEV 1295** 

**ELEV 1291** 

WILL ROGERS WORLD

RADAR - 124.6 266.8

HAT/ HAT/ DA/ HATh/ DA/ HATh/ RWY GS/TCH/RPICAT MDA-VISHAA CEIL-VIS CAT MDA-VISHAA CEIL-VIS

ASR 35R ARC **1680**/40 386  $(400-\frac{3}{4})$ DE 1680/50 386 (400-1) 17L ABCDE 1680/60 394  $(400-1\frac{1}{4})$ 17R ABC **1680**-3/4 398  $(400-\frac{3}{4})$ DE 1680-1 398 (400-1) 351 ABCDE 1680-11/4 403  $(400-1\frac{1}{4})$ CIRCLING AB 1760-11/4 465 (500-11/4) C **1760**-1½ 465 (500-1½) 565 (600-2)Е 945 (1000-3) D 1860-2 **2240-**3

Category D,E S-17R visibility increased 1/4 mile for inoperative MALSR. Category D.E S-35R visibility increased to RVR 6000 for inoperative ALSF.

TINKER AFB (KTIK), (Oklahoma City) OK (08157 USAF)

RADAR -	RADAR - Ctc OKLAHOMA CITY APP CON (E) 118.95 118.3 323.1 273.525 ₩										
					HAT/						
				DH/	HATh/						
	RWY	GS/TCH/RPI	CAT	MDA-VIS	HAA	<b>CEIL-VIS</b>					
ASR	35¹		Α	1940/24	649	$(700-\frac{1}{2})$					
			В	<b>1940</b> /40	649	(700-3/4)					
			С	<b>1940</b> /60	649	(700-11/4)					
			D	1940-11/2	649	(700-1½)					
			E	1940-13/4	649	$(700-1\frac{3}{4})$					
	17 <sup>2</sup>		Α	<b>2000</b> /40	733	(800-3/4)					
			В	<b>2000</b> /50	733	(800-1)					
			С	2000-13/4	733	(800-13/4)					
			D	<b>2000</b> -2	733	(800-2)					
			E	2000-21/4	733	(800-21/4)					
CIR <sup>3</sup>	35		Α	1940-1	649	(700-1)					
			В	1940-11/4	649	(700-11/4)					
			С	1940-13/4	649	(700-13/4)					
			D	1980-21/4	689	(700-21/4)					
			E	2040-23/4	749	(800-23/4)					
	17		Α	<b>2000</b> -1	709	(800-1)					
			В	2000-11/4	709	(800-11/4)					
			С	<b>2000</b> -2	709	(800-2)					
			D	2000-21/4	709	(800-21/4)					
			E	2040-23/4	749	(800-23/4)					

When ALS inop, increase Cat A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 11/4 miles, CAT C vis to 1\% miles, CAT D vis to 2 miles, CAT E vis to 2\% miles. 2When ALS inop, increase CAT A RVR to 50 and vis to 1 mile. CAT B RVR to 60 and vis to 11/4 miles. CAT C vis to 2 miles, CAT D vis to 2\% miles, and CAT E vis to 2\% miles. 3CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35.

TULSA. OK Amdt.17D, MAY 16, 2000 (FAA) **ELEV 677** TULSA INTL RADAR - 124.0 338.3 TF HAT/ HAT/ DA/ HATh/ DA/ HATh/ RWY GS/TCH/RPICAT MDA-VISHAA CEIL-VIS CAT MDA-VIS HAA **CEIL-VIS** ASR 409 26 AB 1060-1 (400-1)CD 1060-11/4 409  $(400-1\frac{1}{4})$ Е 1060-11/2 409  $(400-1\frac{1}{2})$ 18R ΔR 1080-1 413 (500-1)CD 1080-11/4 413  $(500-1\frac{1}{4})$ Е NA 18L AB 1080/24 439  $(500-\frac{1}{2})$ С 1080/40 439  $(500-\frac{3}{4})$ DE 1080/50 439 (500-1)8 AB 1120-1 449 (500-1)С **1120**-1¼ 449  $(500-1\frac{1}{4})$ DE **1120**-1½ 449  $(500-1\frac{1}{2})$ 36R AB **1140**/24 490  $(500-\frac{1}{2})$ С **1140**/40 490  $(500-\frac{3}{4})$ 

503

503

(500-1)

(600-1)

(600-1)

623 (700-2)

С

Е

CD **1180**-1½ 503

**1180**-1½ 503

**1300**-2¼ 623

 $(600-1\frac{1}{2})$ 

(600-11/2)

 $(700-2\frac{1}{4})$ 

**1140**/50 490

1180-1

**1180**-1

1300-2

NA

Category E circling not authorized south of runway 8-26.

36L

CIRCLING

DE

AB

AB

Е

D



### INSTRUMENT APPROACH PROCEDURE CHARTS

## IFR TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in

avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSI

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military takeoff minima, refer to appropriate service directives.

NAME

TAKE-OFF MINIMUMS

#### ADA, OK

ADA MUNI (ADH)

AMDT 3 09127 (FAA)

TAKE-OFF MINIMUMS: Rwy 13, 300-11/4 or std. w/ min. climb of 307' per NM to 1300. Rwy 17, 300-11/4 or std. w/min. climb of 326' per NM to 1300.

DEPARTURE PROCEDURE: Rwy 17, climb heading

174° to 1600 before proceeding on course. NOTE: Rwy 13, bush 316' from DER, 43' right of centerline, 9' AGL/988' MSL. Tower 5477' from DER, 872' left of centerline, 120' AGL/1117' MSL, Post 123' from DER, 73' right of centerline, 3' AGL/982' MSL. Tower 1.08 NM from DER, 9' left of centerline, 160' AGL/1160'MSL. Rwy 17, tower 1.02 NM from DER, 1411' right of centerline, 165' AGL/1165' MSL. Pole 1017' from DER, 449' left of centerline, 90' AGL/1053' MSL, Trees beginning 83' from DER, 272' left of centerline, up to 82' AGL/1041' MSL. Trees beginning 32' from DER, 100' right of centerline, up to 58' AGL/ 1037' MSL. Rwy 31, trees beginning 2179' from DER, 988' right of centerline, up to 64' AGL/1083' MSL. Obstruction light on amom 703' from DER, 548' right of centerline, 6' AGL/1042' MSL. Rwy 35, trees beginning 75' from DER, 72' left of centerline, up to 56' AGL/1065' MSL. Trees beginning 132' from DER, 261'

right of centerline, up to 51' AGL/1050' MSL.

NAME

TAKE-OFF MINIMUMS

#### ALTUS, OK

ALTUS/QUARTZ MOUNTAIN RGNL (AXS)

ORIG 09267 (FAA)

NOTE: Rwy 35, terrain 51' from DER, 410' right of centerline, 1435' MSL. Trees beginning 1215' from DER, 765' left of centerline, up to 40' AGL/1470' MSL.

#### ALTUS AFB (KLTS)

TAKE-OFF OBSTACLES: 174° Assault Strip, Aircraft taxiing 87' from DER, 360' left of centerline, 65' AGL/ 1425' MSL, aircraft taxiing between 1038' and 2525' from DER, 717' left of centerline, 65' AGL/1425' MSL.

#### ALVA, OK

ALVA RGNL

DEPARTURE PROCEDURE: Rwys 8,35, climb on runway heading to 2000 before turning.

#### ARDMORE, OK

ARDMORE DOWNTOWN EXECUTIVE

TAKE-OFF MINIMUMS: Rwv 35, 300-1 or std. with a min. climb of 300' per NM to 1200.

DEPARTURE PROCEDURE: Rwy 17, climb on runway heading to 1500 prior to turning. Rwy 35, climb on runway heading to 1400 prior to turning.

#### ARDMORE MUNI

TAKE-OFF MINIMUMS: Rwv 31, 300-1 or std. with a min.

ARDMORE, OK (CON'T)

climb of 240' per NM to 900, Rwv 35, 500-1 or std, with a min, climb of 440' per NM to 900.

### ARKADEI PHIA AR

DEXTER B. FLORENCE MEMORIAL FIELD

NOTES: Rwv 4, multiple towers, trees, and railroad beginning 20' from departure end of runway 282' left of centerline, up to 85' AGL/320' MSL, Multiple trees 79' from departure end of runway, 500' right of centerline, up to 54' AGL/184' MSL, Rwv 22, railroad 274' from departure end of runway, 434' right of centerline, 23' AGI /212'MSI

### ASH FLAT, AR

SHARP COUNTY RGNI

NOTE: Rwv 4, numerous trees beginning 1151' from departure end of runway, 576' right of centerline, up to 100' AGL/839' MSL. Rwy 22, numerous trees beginning 548' from departure end of runway, 83' left of centerline. up to 100' AGL/759' MSL.

### BARTLESVILLE, OK

BARTI ESVILLE MUNI (BVO)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: Rwv17, 200-1 or std. w/a min climb of 257' per NM to 1000, or alternatively, w/standard takeoff minimums and a normal 2001/NM climb gradient. takeoff must occur no later than 2200' prior to departure end of runway, Rwy 35, 400-234 or std. w/a min, climb of 300' per NM to 1200, or alternatively, w/standard takeoff minimums and a normal 2001/NM climb gradient takeoff must occur no later than 2000' prior to departure end of runwav.

NOTE: Rwv 17, multiple trees beginning 916' from departure end of runway, 169' right of centerline, up to 100' AGL/869' MSL. Rwv 35, tree 2216' from departure end of runway, 441' left of centerline, 52' AGL/743' MSL. Multiple trees and powerline pylons beginning 1.1 NM from departure end of runway, 180' right of centerline, up to 100' AGL/1059' MSL

### BATESVILLE, AR

**BATESVILLE RGNL** 

TAKE-OFF MINIMUMS: Rwy 7, 300-134 or std. with a min, climb of 215' per NM to 800, Rwy 25, std, with a min. climb of 230' per NM to 1500, or 900-21/2 for climb in visual conditions.

DEPARTURE PROCEDURE: Rwv 25, for climb in visual conditions: cross Batesville Rgnl Airport at or above 1300

NOTE: Rwy7, tree 1.3 NM from departure end of runway, 844' right of centerline, 100' AGL/679' MSL.

#### RENTON AR SALINE COUNTY RGNL (SUZ)

ORIG 07354 (FAA)

NOTE: Rwv 2, road plus vehicles beginning 185' from

departure end of runway 331' left of centerline 10' AGL/ 394' MSL. Multiple trees beginning 357' from departure end of runway 354' left of centerline up to 75' AGL /474' MSI Multiple trees beginning 69' from departure end of runway, 147' right of centerline, up to 35' AGL/454' MSI Rwy 20, multiple trees 1221' from departure end of runway, 15' left of centerline, up to 59' AGL/438' MSL. Multiple trees and pole beginning 1315' from departure end of runway 10' right of centerline, up to 69' AGL /448'

### **BENTONVILLE. AR**

BENTONVILLE MUNI/LOUISE M. THADEN FIFI D

TAKE-OFF MINIMUMS: Rwv 36, 300-21/4 or std. with a min. climb of 270' per NM to 1700.

NOTE: Rwv 36. tower 1.92NM from departure end of runway, 1607' left of centerline, 345' AGL/1595' MSL. Multiple t-line towers 2048' from departure end of runwav. 81' AGL/1356' MSL.

#### **BLYTHEVILLE. AR**

ARKANSAS INTL (BYH)

ORIG 08101 (FAA)

NOTE: Rwv 36, tree 3301' from departure end of runway. 1188' left of centerline, 88' AGL/337' MSL.

BLYTHEVILLE MUNI (HKA) ORIG 08157 (FAA)

NOTE: Rwv 18, tree 487' from departure end of runway. 345' left of centerline, 100' AGL/364' MSL, Tree 1780' from departure end of runway, 748' right of centerline. 100' AGL/364' MSL. Rwv 36, tree 2393' from departure end of runway, 825' right of centerline, 100' AGL/359' MSL.

### **BOISE CITY, OK**

BOISE CITY (17K)

ORIG 09295 (FAA)

NOTE: Rwy 22, hangars 243' from DER, 226' right of centerline, 35' AGL/4212' MSL. Vehicle on road 566' from DER, right and left of centerline, up to 15' AGL/ 4192'MSL.

#### **BRISTOW.OK**

JONES MEMORIAL

NOTE: Rwy 17, cross departure end of runway at or above 31'AGL/882'MSL. T-L towers 6532' from departure end of runway, 686' right of centerline, 70' AGL/960'MSL.



CARLISLE. AR

9295

CARLISLE MUNI (4M3) ORIG 08157 (FAA)

NOTE: Rwv 9, trees 2966' from departure end of runway.

1135' right of centerline, 100' AGL/339' MSL, Building

82' from departure end of runway 331' left of centerline 20' AGL/264' MSL. Building 781' from departure end of

runway 565 right of centerline 30 AGL /269 MSL Rwy 18, trees 306' from departure end of runway, across

516' right of centerline, 100' AGL/344' MSL, Rwv 36.

centerline, up to 100' AGL/344' MSL, Road 674' from departure end of runway across centerline 17' AGL /262' MSL. Rwv 27, trees 2668' from departure end of runway.

road 396' from departure end of runway, across

#### CHANDLER.OK CHANDLER RGNL

NOTE: Rwv 35, tree 1000' from departure end of runway. on centerline, 67' AGL/1029' MSL

CLAREMORE. OK CLAREMORE RGNL (GCM)

centerline 15'AGI /259'MSI

### ORIG 09239 (FAA)

TAKE-OFF MINIMUMS: Rwv 35, 300-11/2 or std. w/min.

climb of 300' per NM to 1100.

NOTE: Rwy 17, terrain 207' from DER, 385' left of

centerline, 749' MSL, Ground 451' from DER, 505' left of centerline, 753' MSL, Terrain 208' from DER, 106' right of centerline, 739' MSL. Rwy 35, tree 6601' from DER,

1918' left of centerline, 100' AGL/949' MSL, Tree 473' from DER, 342' left of centerline, 19' AGL/719' MSL. Tree 1103' from DER, 510' right of centerline, 27' AGL/ 729' MSL, Tree 1571' from DER, 558' right of

centerline, 42' AGL/739' MSL. Tree 1149' from DER, 479' left of centerline, 38' AGL/727' MSL, Tree 1510' from DER, 242' right of centerline, 46' AGL/735' MSL.

### CLARKSVILLE, AR CLARKSVILLE MUNI

TAKE-OFF MINIMUMS: Rwy 9, 400-2

DEPARTURE PROCEDURE: Rwys 9,27, climb on runway heading to 3500 prior to turning northbound.

CLINTON, AR HOLLEY MOUNTAIN AIRPARK (2A2)

ORIG 08325 (FAA)

NOTE: Rwy 5, numerous trees left and right of centerline, beginning 2' from departure end of runway, up to 100'

AGL/1399' MSL. Rwy 23, numerous trees left and right of centerline, beginning 38' from departure end of runway, up to 100' AGL/1359' MSL.

#### **CLINTON.OK** CLINTON RGNL

TAKE-OFF MINIMUMS: Rwvs 13.31. NA-obstacles.

Rwy 35, 300-1 or std. w/min. climb of 408' per NM to NOTE: Rwy 35, tower 4403' from departure end of

runway, 1625' left of centerline, 230' AGL/1780' MSL.

### CLINTON, OK (CON'T) CLINTON-SHERMAN (CSM)

ORIG 08325 (FAA)

NOTE: Rwv 17L, tree 655' from departure end of runway.

317' left of centerline, 23' AGL/1932' MSL, Rwy 17R.

tree 1275' from departure end of runway 620' right of centerline. 35' AGL/1954' MSL. Rwy 35R, control tower 2797' from departure end of runway 188' right of centerline, 66' AGL/1985' MSL. Tower 2981' from

departure end of runway, 289' right of centerline, 76'

AGI /1995'MSI CONWAY, AR

DENNIS E CANTRELL FIELD (CWS) AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: Rwvs 8.26, NA at night Rwv 26, 200-1 or std. w/min, climb of 346' per NM to 600.

Rwv 36, 400-2½ or std. w/min. a minimum climb of 289

per NM to 900

DEPARTURE PROCEDURE: Rwv 36, climb heading 358° to 900 before proceeding on course.

NOTE: Rwv 8, trees, tower, poles and a building beginning 355' from departure end of runway, 10' right of

centerline, up to 100' AGL/399' MSL, Trees, buildings, poles, sign, and a vehicle on roadway beginning 65' from

departure end of runway, 18' left of centerline, up to 100' AGL/399' MSL, Rwv 18, silo 2222' from departure end of runway, 64' right of centerline, 100' AGL/413' MSL. Trees beginning 2370' from departure end of runway. 888' right of centerline, up to 100' AGL/399' MSL. Rwy 26. antenna 2003' from departure end of runway, 932'

right of centerline, 140' AGL/449' MSL. Tank 3636' from departure end of runway, 1178' left of centerline, 165' AGL/475' MSL. Terrain beginning 27' from departure end of runway, 83' right of centerline, up to 0' AGL/325' MSL. Rwv 36, tower 11088' from departure end of runway, 3152' right of centerline, 150' AGL/650' MSL. Tower 11231' from departure end of runway, 3894' right

of centerline, 186' AGL/687'. Trees beginning 2016'

to 100' AGL/409' MSL. Trees and towers beginning

4368' from departure end of runway, 964' left of

from departure end of runway, 340' right of centerline, up

centerline, up to 119' AGL/428' MSL. **CUSHING, OK** 

CUSHING MUNI

TAKE-OFF MINIMUMS: Rwys 2, 8, 11, 20, 26, 29, NA.

Rwy 36, 400-2 or std. with a min, climb of 210' per NM to

DEPARTURE PROCEDURES: Rwy 36, climb via

heading 360° to 1400' before turning left. NOTE: Rwy36, tower 2.16 NM from departure end of runway, 5370' left of centerline, 250' AGL/1263' MSL.

### DEQUEEN, AR

J. LYNN HELMS SEVIER COUNTY TAKE-OFF MINIMUMS: Rwy 8, 400-2 or std. with a min.

climb of 310' per NM to 800. DECATUR, AR

### **CRYSTAL LAKE**

TAKE-OFF MINIMUMS: Rwy 13, NA-obstacles. NOTE: Rwy 31, railroad 208' from departure end of

runway, on centerline, 23' AGL/1202' MSL, multiple trees beginning 228' from departure end of runway, left of centerline up to 1231'MSL. TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES V

#### **DUMAS. AR** BILLY FREE MUNI

TAKE-OFF MINIMI IMS: Rwv 36 300-1

#### DUNCAN, OK HALLIBURTON FIELD

TAKE-OFF MINIMUMS: Rwv 35, 400-2 or std with a

min. climb of 220' per NM to 1600.

### FL DORADO, AR

SOUTH ARKANSAS RGNL AT GOODWIN FIFI D

TAKE-OFF MINIMUMS: Rwvs 13.22.31.35.300-1. DEPARTURE PROCEDURE: Rwy 17, climb runway heading to 600, then climb on course.

#### ELRENO.OK

FL RENO RGNI (RQQ)

ORIG 08101 (FAA)

TAKE-OFF MINIMUMS: Rwv 18.36, NA-Environmental. Rwv 35, 200-1 or std, w/min, climb of 300 per NM to 1700 NOTE: Rwv 17, vehicle on road 444' from departure end of runway on centerline 17' AGI /1436' MSI Rwv 35.

powerlines, 1800' from departure end of runway, on centerline, 80' AGL/1519' MSL.

### **ELK CITY. OK**

ELK CITY RGNL BUSINESS

NOTE: Rwv 35, multiple trees beginning 43' from departure end of runway 225' left of centerline up to 100' AGL/2119' MSL. Multiple trees beginning 44' from departure end of runway, 22' right of centerline, up to 100'AGL/2119'MSL.

#### ENID. OK

ENID WOODRING RGNL (WDG)

AMDT 3A 09267 (FAA)

NOTE: Rwv 13, trees beginning 107' from DER, 182' right of centerline, up to 100' AGL/1269' MSL. Trees beginning 872' from DER, 308' left of centerline, up to 100' AGL/1289' MSL. Rwv 35. fence 218' from DER. 491' right of centerline, 8' AGL/1175' MSL, Vehicle on road beginning 253' from DER, 388' right of centerline, 15' AGL/1187' MSL. Train on railroad tracks beginning 369' from DER, left and right of centerline, 23' AGL/ 1190'MSL.

#### FAIRVIEW. OK

FAIRVIEW MUNI

TAKE-OFF MINIMUMS: Rwv 17, 400-2 or std. with a min. climb of 270' per NM to 1700.

#### **FAYETTEVILLE. AR** DRAKE FIFI D (FYV)

AMDT 5 09015 (FAA) TAKE-OFF MINIMUMS: Rwv 16, std, w/min, climb of

501' per NM to 1800 or 400-11/, w/ min\_climb of 360' per NM to 1900 or 1600-21/4 for climb in visual conditions Rwv 34, 300-1 or std, w/min, climb of 648' per NM to 1700

DEPARTURE PROCEDURE: Rwv 16. climb heading 164° to 2700 before turning right, climb heading 164° to 3400 before turning left. For climb in visual conditions cross Drake Field at or above 2800 before proceeding on course, Rwv 34, climb heading 344° to 2700 before proceeding on course NOTE: Rwv 16. multiple trees, road, fence, light poles.

terrain, buildings beginning 72' from departure end of runway, 21' left of centerline, 114' AGL/1623' MSL. Multiple trees beginning 825' from departure end of runway 13' right of centerline up to 105' AGI /1438' MSL. Rwv 34, multiple trees, road, fence, light poles. terrain beginning 1' from departure end of runway, 102' left of centerline, up to 85' AGL/1343' MSL, Multiple trees, road, fence, light poles, terrain beginning 570' from departure end of runway 319' right of centerline up to 59' AGL/1540' MSL.

## FAYETTEVILLE/SPRINGDALE/ROGERS,

NORTHWEST ARKANSAS RGNI

TAKE-OFF MINIMUMS: Rwy 34, 500-2 3/4 or std. with a min, climb of 227' per NM to 1900. NOTES: Rwv 16. trees 1985' from departure end of

runway, 1020' right of centerline, up to 100' AGL/1321' MSL, Rwv 34, tower 1.99 NM from departure end of runway, 1.29 NM left of centerline, 309' AGL/1729' MSL.

#### FLIPPIN. AR

MARION COUNTY RGNI

TAKE-OFF MINIMUMS: Rwv 4.300-1.

DEPARTURE PROCEDURE: Rwy 4, turn right, direct FLP VOR, then climb on course, Rwv 22, climb runway heading to 900, turn left, proceed direct FLP VOR, then climb on course.

#### FORREST CITY, AR

FORREST CITY MUNI

TAKE-OFF MINIMUMS: Rwy 36, 500-3 or std. with a min, climb of 290' per NM to 900.

9295

#### FORT SMITH, AR FORT SMITH RGNI

TAKE-OFF MINIMUMS: Rwv1 300-1 or std. with a min.

alternatively w/std takeoffminimums and a normal 2001/ NM climb gradient takeoff must occur no later than 1700' prior to departure end of runway Rwy 25, 300-1 or std w/a min\_climb of 351' per NM to 800. 256° to 1100 before turning right.

std. w/a min. climb of 226' per NM to 700, or

DEPARTURE PROCEDURE: Rwv 1, climb heading

climb of 353' per NM to 800 Rwy 7 300-116 or std with

amin\_climb of 261' per NM to 800\_Rwv 19, 200-11' or

016° to 2400 before turning left, Rwy 25, climb heading

NOTE: Rwv 1. terrain 56' from departure end of runway. 218' right of centerline 0' AGL /449' MSL Terrain 159' from departure end of runway, 354' left of centerline, 0' AGL/449' MSL. Light pole 1086' from departure end of runway 287' left of centerline 36' AGL /485' MSL. Tree

1495' from departure end of runway, 364' left of centerline 60' AGL/509' MSL. Towers beginning 4315' from departure end of runway, 79' left of centerline, up to 109' AGL/619' MSL. Trees beginning 5136' from departure end of runway, 924' right of centerline, up to 100' AGL/679' MSL. Rwy 7, terrain 835' from departure end of runway 678' left of centerline 0' AGL /479' MSL Trees beginning 3910' from departure end of runway,

1032' left of centerline, up to 57' AGL/556' MSL. Trees

beginning 1.2 NM from departure end of runway, 1416' right of centerline, up to 100' AGL/699' MSL, Pole 1.2 NM from departure end of runway, 1572' right of centerline, 41'AGL/640'MSL Rwy 19, vehicle and road 200' from departure end of runway, 200' left of centerline, 15' AGL/462' MSL

Railroad, 639' from departure end of runway, 313' left of centerline, 20' AGL/449' MSL, Tank 704' from departure end of runway, 518' left of centerline, 31' AGL/480' MSL, Railroad 751' from departure end of runway, 2' right of centerline, 22' AGL/471' MSL. Trees beginning 930' from departure end of runway, 211' left of centerline, up to 48' AGL/627' MSL. Tree 941' from departure end of runway, 97' right of centerline, 25' AGL/474' MSL. Pole 1949' from departure end of runway, 439' left of

centerline, 42' AGL/501' MSL, Elevator 2106' from departure end of runway, 969' right of centerline, 86' AGL/536' MSL. Rwy 25, pole 1642' from departure end of runway, 734' right of centerline, 24' AGL/513' MSL. Trees beginning 1848' from departure end of runway, 690' right of centerline, up to 100' AGL/629' MSL. Tower 4981' from departure end of runway, 1376' left of centerline, 125' AGL/623' MSL, Tank 5628' from departure end of runway, 208' left of centerline, 101' AGL/610'MSL.

#### GOLDSBY.OK

DAVID JAY PERRY

NOTE: Rwy 13, trees beginning 751' from departure end of runway, 481' left of centerline, up to 50' AGL/1209'

MSL. Tree 982' from departure end of runway, 730' right of centerline, 50' AGL/1189' MSL. Terrain 101' from departure end of runway, 369' right of centerline, 1159' MSL. Rwy 31, tree 1624' from departure end of runway, 550' right of centerline, 50' AGL/1219' MSL. Rwy 35,

tree 930' from departure end of runway, 45' left of centerline, 50' AGL/1199' MSL. Road 905' from departure end of runway, 18' left of centerline, 15' AGL/ 1194'MSL

**GROVE.OK** GROVE MUNI (GMJ)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: Rwv 18, 200-11/4 or std. w/min. climb of 271' per NM to 1100.

NOTE: Rwv 18, building 308' from departure end of runway, 321' left of centerline, 13' AGL/842' MSL.

Multiple buildings beginning 11' from departure end of runway, 325' right of centerline, 22' AGL/851' MSL. Windsock 118' from departure end of runway, 325' right of centerline, 22' AGL/851' MSL. Light 165' from

departure end of runway, 420' left of centerline, 24' AGL/ 863' MSL. Vehicle on road 598' from departure end of runway, 619' left of centerline, 15' AGL/854' MSL. Vehicle on road 590' from departure end of runway, 499' right of centerline, 15' AGL/844' MSL. Trees and poles beginning 33' from departure end of runway, 12' left of centerline, up to 100' AGL/1019' MSL, Trees and poles beginning 252' from departure end of runway, 13' right of centerline, up to 40' AGL/869' MSL, Rwy 36, rising terrain beginning 30' from departure end of runway, 277'

left of centerline, up to 826' MSL. Pole 316' from

right of centerline, up to 85' AGL/884' MSL.

departure end of runway, 521' left of centerline, 20' AGL/

859' MSL. Trees beginning 151' from departure end of

runway, 54' left of centerline, up to 100' AGL/939' MSL.

Trees beginning 109' from departure end of runway, 49'

### **GUTHRIE.OK**

GUTHRIE-EDMOND RGNL

DEPARTURE PROCEDURE: Rwy 11, left or right climbing turn to 1600 prior to turning on course. Rwy 16, climb to 1600 prior to left turn.

**GUYMON MUNI** 

**GUYMON.OK** 

TAKE-OFF MINIMUMS: Rwvs 6.24, 600-2.

DEPARTURE PROCEDURE: Rwys 18,36, climb runway heading to 3700 before turning.

### HARRISON, AR

BOONE COUNTY

TAKE-OFF MINIMUMS: Rwy 18, 1400-3 or std. with a min, climb of 320' per NM to 3200. DEPARTURE PROCEDURE: Rwy 18, climb via heading 182° to 2600 before turning.

HELENA/WEST HELENA. AR

### THOMPSON-ROBBINS

TAKE-OFF MINIMUMS: Rwy 8, 400-2 or std. with a min. climb of 250' per NM to 700.

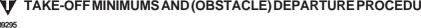
### HENRYETTA.OK

HENRYETTA MUNI

TAKE-OFF MINIMUMS: Rwy 36, 500-3 or std. with a

min. climb of 270' per NM to 1500. NOTE: Rwy 36, tower 13139' from DER, 885' right of centerline, 318' AGL/1273' MSL. Tower 8882' from

DER, 6059' left of centerline, 330' AGL/1223' MSL.



HOBART RGNI (HBR)

HOBART, OK

AMDT 1 08073 (FAA)

TAKE-OFF MINIMUMS: Rwvs 3, 12, 21, 30, NA-

Environmental NOTE: Rwv 35. Terrain beginning 107 from departure

end of runway, 185' left of centerline, 0' AGL/1549' MSL. terrain beginning 109' from departure end of runway, 63' right of centerline, 0' AGL/1549' MSL.

### HOT SPRINGS, AR MEMORIAL FIELD

TAKE-OFF MINIMUMS: Rwv 31 1100-3 or std with a

min, climb of 700' per NM to 1700, Rwv 5, 1100-3 or std.

with a min climb of 820' per NM to 1700 Rwv 13 300-1 or std. with a min. climb of 220' per NM to 700. DEPARTURE PROCEDURE: Rwv 5, climbing right turn via HOT R-065, continue climb to 1700 before departing on course, Rwys 13.23.31, climb on runway heading to

#### **IDABEL.OK** MC CURTAIN COUNTY RGNL

NOTE: Rwv 2, trees 1.92 NM from departure end of runway, on centerline, 100' AGL/629' MSL

1700 before departing on course.

### JONESBORO, AR

JONESBORO MUNI (JBR)

### AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: Rwy 31, NA-obstacles. NOTE: Rwv 5, multiple trees beginning 872' from

departure end of runway, 459' right of centerline, up to 55' AGL/304' MSL, trees 1226' from departure end of runway. 557' left of centerline, 64' AGL/315' MSL, Rwv 13. multiple trees and poles beginning 356' from departure

end of runway, 188' right of centerline, up to 48' AGL/304' MSL. Trees and poles beginning 694' from departure end of runway, 81' left of centerline, 45' AGL/278' MSL. Railroad 600' from departure end of runway, 9' left of

centerline, up to 19' AGL/275' MSL. Rwy 23, multiple trees beginning 2493' from departure end of runway, 282' right of centerline, up to 66' AGL/326' MSL.

ADAMS FIFLD (LIT)

AMDT 8 08269 (FAA)

climb of 391' per NM to 600, Rwy 22L, 300-134 or std. w/

TAKE-OFF MINIMUMS: Rwv 18 300-11/2 or std. w/min

min\_climb of 216' per NM to 500\_or alternatively\_with

LITTLE ROCK, AR

w/min. climb of 329' per NM to 1100.

360° to 800 before turning left

prior to departure end of runway Rwy 22R 300-2 or std

DEPARTURE PROCEDURE: Rwy 22R, climb heading

225° to 1100 before turning right, Rwv 36, climb heading

NOTE: Rwv 4L, tree 1784' from departure end of runway.

787' right of centerline, 100' AGL/339' MSL, Rwy 4R.

tree 3337' from departure end of runway 1050' right of

1147' from departure end of runway 153' left of

centerline, 100' AGL/349' MSL, Rwv 18, trees beginning

centerline, up to 100' AGL/401' MSL, Vehicle/road 2037'

from departure end of runway, 177' left of centerline, 17'

beginning 1473' from departure end of runway, 132' right of centerline, up to 100' AGL/479' MSL, elevator 4633'

centerline, 87' AGL/402' MSL. Railroad crossing guard

from departure end of runway, 371' right of centerline. 88' AGL/399' MSL. Train 60' from departure end of

runway, 470' right of centerline, 23' AGL/282' MSL. Stack 4873' from departure end of runway, 75' right of

489' from departure end of runway, 545' right of

centerline, 26' AGL/282' MSL, Railroad 777' from

departure end of runway, 537' right of centerline, 23'

AGL/277' MSL. Rwv 22L. trees, beginning 782' from

departure end of runway, 174' left of centerline, up to 100'

AGL/419' MSL. Obstruction light poles, beginning 2130'

from departure end of runway, 754' left of centerline, up

end of runway, 820' left of centerline, 25' AGL/300' MSL.

1423' right of centerline, up to 100' AGL/499' MSL. Light

beginning 1236' from departure end of runway, 407' left

of centerline, up to 100' AGL/512' MSL. Railroad 969' from departure end of runway, 731' left of centerline, 26' AGL/285' MSL. Antenna 9769' from departure end of runway, 2625' left of centerline, 119' AGL/508' MSL. Train 441' from departure end of runway, 608' right of centerline, 23' AGL/282' MSL. Poles beginning 948' from departure end of runway, 101' right of centerline, up to 34' AGL/293' MSL. Building 1169' from departure end of runway, 420' right of centerline, 32' AGL/291' MSL. Trees beginning 1702' from departure end of runway. 356' right of centerline, up to 100' AGL/311' MSL. Railroad crossing guard 819' from departure end of runway, 216' right of centerline, 23' AGL/282' MSL. Antenna 349' from departure end of runway, 479' right of centerline, 18' AGL/267' MSL. Rwy 36, trees beginning 449' from departure end of runway, 15' left of centerline, up to 100' AGL/370' MSL. Pole 904' from departure end of runway, 386' left of centerline, 41' AGL/300' MSL. Tower 1669' from departure end of runway, 505' left of centerline, 60' AGL/313' MSL. Trees beginning 350' from departure end of runway, 408' right of centerline, up to 100' AGL/347' MSL. Pole 902' from departure end of runway, 25' right of centerline, 42' AGL/301' MSL.

to 100' AGL/364' MSL. Building 1310' from departure

Trees, beginning 4728' from departure end of runway.

982' from departure end of runway, 503' right of

centerline, 100' AGL/295' MSL, Rwy 22R, trees

AGL/313 MSL railroad 1264 from departure end of runway, 18' left of centerline, 23' AGL/285' MSL. Trees

standard takeoff minimums and a normal 200' ner NM climb gradient takeoff must occur no later than 1500'



LITTLE ROCK AFB (KLRF) 

9295

DEPARTURE PROCEDURE: Rwy 25: Cross DER at least 13' AGL/299 MSL, 467' (80' AGL) trees, 6528'

from departure end of rwy, 2248' left of centerline.

TAKE-OFF OBSTACLES: Rwv 07: Multiple trees up

to 80' AGL/367' MSL, 1045' from DER, 724' right of

centerline, Multiple trees up to 80' AGL/370' MSL.

1433' from DER, 674' left of centerline, Rwv 07 (Assault Strip): Terrain 299' MSL, 26' from DER, 337' left of

centerline. Terrain 292' MSL, 32' from DER, 413' right of centerline, Multiple trees 80' AGL/384' MSL, 1882'

from DER, 536' left of centerline, Multiple trees 80' AGL/ 367' MSL, 2960' from DER, 1174' right of centerline.

Rwv 25: Multiple trees 80' AGL/364' MSL, 1006' from

DER, 722' right of centerline. Multiple trees 80' AGL/ 400' MSL, 4200' from DER, 757' left of centerline, Rwy 25 (Assault Strip): Terrain 312' MSL, 4' from DER, 372' right of centerline. Multiple trees 80' AGL/436' MSL. 1387' from DER, 840' right of centerline.

MADILL. OK

### MADILI MUNI

TAKE-OFF MINIMUMS: Rwv 18, 1000-3 or std. with a min, climb of 325' per NM to 3000. DEPARTURE PROCEDURE: Rwy 36, climb runway

heading to 2600 before turning southbound, Rwv 18. plan departure to avoid 2584' tower 6 NM south of airport or maintain climb of 325' per NM to 3000.

#### MAGNOLIA. AR MAGNOLIA MUNI

NOTE: Rwy 18, 100' AGL tree 1950' from departure end of

runway, 350' left of centerline.

### MALVERN. AR

MAI VERN MUNI

NOTE: Rwv 4. multiple trees beginning 456' from departure end of runway, 1' left of centerline, up to 100' AGL/649' MSL. Multiple trees beginning 456' from departure end of runway, 1' right of centerline, up to 100' AGL/649' MSL. Rwy 22, multiple trees and powerlines

beginning 241' from departure end of runway, 1' left of centerline, up to 75' AGL/604' MSL. Multiple trees and powerlines beginning 241' from departure end of runway, 1' right of centerline, up to 75' AGL/604' MSL.

#### MC ALESTER, OK MC ALESTER RGNL (MLC)

MSI

9295

ORIG-A 09183 (FAA)

TAKE-OFF MINIMUMS: Rwy 2, 300-11/2 or std. w/a min.

climb of 318' per NM to 1100. Rwy 20, 300-2 or std. w/a min. climb of 232' per NM to 1100 or alternatively, with standard takeoff minimums and a normal 2001/NM climb gradient, takeoff must occur no later than 1900' prior to

ĎER. NOTE: Rwy 2, light standard, tree and pole beginning 203' from DER, 302' right of centerline, up to 59' AGL/ 828' MSL. Pole 104' from DER, 276' left of centerline.

31' AGL/780' MSL. Tree 5344' from DER, 1912' left of centerline, 100' AGL/989' MSL. Rwy 20, multiple trees and poles beginning 715' from DER, 66' right and 97' left of centerline, up to 50' AGL/934' MSL. Radio mast

9021' from DER, 2565' right of centerline, 266' AGL/985'

Rwy 27, trees beginning 814' from departure end of runway, 317' left of centerline up to 100' AGL/399' MSL.

PETIT JEAN PARK

🔽 TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES 🔽

TAKE-OFF MINIMUMS: Rwy 21, 400-2 or std. with a min, climb of 420 per NM to 1400. DEPARTURE PROCEDURE: Rwy 3, climb runway heading to 1300 before turning.

right of centerline up to 100' AGL/429' MSL.

## MELBOURNE, AR

TAKE-OFF MINIMUMS: Rwv 21, 300-11/4 or std. with a

NOTE: Rwv 21, water tank 1.1 NM from departure end of runway 49' left of centerline 105' AGL /939' MSL

MENA. AR

284' per NM to 3500, or 1300-21/2 for climb in visual

conditions. Rwy 17, std. with a min. climb of 426' per NM

to 3400, or 1300-2% for climb in visual conditions, Rwy 27 std with a min\_climb of 408' per NM to 3500, or

1300-21/2 for climb in visual conditions. Rwv 35. std. with

a min. climb of 293' per NM to 3400, or 1300-21/2 for

DEPARTURE PROCEDURE: Rwys 9, 17, 27, 35, for

NOTE: Rwy 27, trees 2.01 NM from departure end of

runway, on centerline, 100' AGL/1759' MSL.

MONTICELLO MUNI/ELLIS FIELD (LLQ)

climb in visual conditions: cross Mena Intermountain

TAKE-OFF MINIMUMS: Rwy 21, 200-11/4 or std. w/min.

NOTE: Rwv 3, tree 278' from departure end of runway. 544' left of centerline, 100' AGL/349' MSL, Vehicle on

road 625' from departure end of runway, 628' right of

departure end of runway, 819' left of centerline, 100'

AGL/469' MSL. Vehicle on road 1000' from departure end of runway, 676' left of centerline, 15' AGL/294' MSL. Trees beginning 435' from departure end of runway, 607'

right of centerline, up to 100' AGL/399' MSL. Powerline

5621' from departure end of runway, 994' right of

centerline, 79' AGL/458' MSL, Powerline 4504' from

departure end of runway, 1652' right of centerline, 79'

TAKE-OFF MINIMUMS: Rwy 27, Std. w/min. climb of 211' per NM to 1600 or 900-21/2 for climb in visual

DEPARTURE PROCEDURE: Rwy 27, For climb in

above 1100 MSL before proceeding on course.

visual conditions cross Morrilton Municipal Airport at or

NOTE: Rwv 9. trees beginning 321' from departure end

of runway, 511' right of centerline up to 100' AGL/419'

MSL. Trees beginning 3378' from departure end of

runway, 346' left of centerline, up to 100' AGL/449' MSL.

Trees beginning 1552' from departure end of runway, 6'

centerline, 15' AGL/264' MSL. Rwy 21, tree 3687' from

Municipal Airport at or above 2300

climb in visual conditions

MONTICELLO, AR

ORIG 08213 (FAA)

AGL/388' MSL.

MORRILTON, AR

conditions

ORIG-A 08129 (FAA)

MORRILTON MUNI (BDQ)

climb of 436' per NM to 600.

MENA INTERMOUNTAIN MUNI TAKE-OFF MINIMUMS: Rwv 9, std. with a min. climb of

min, climb of 211' per NM to 1000.

MELBOURNE MUNI-JOHN E MILLER FIELD



### 10205

#### MOUNTAIN HOME, AR OZARK RGNI

TAKE-OFF MINIMUMS: Rwv 5. 300-1 or std. with a min.

climb of 270' per NM to 1300. DEPARTURE PROCEDURE: Rwv 5 turn right Rwv

23. turn left: All aircraft proceed direct via FLP VOR/ DMF then climb on course

## MOUNTAIN VIEW, AR

MOLINTAIN VIEW WILCOX MEMORIAL FIELD TAKE-OFF MINIMUMS: Rwv 9, 1000-3 or std. with a min. climb of 370' per NM to 2100 Rwy 27 1800-3 or std

with a min. climb of 350' per NM to 3100. DEPARTURE PROCEDURE: Rwv 9, climb via heading 092° to 2100 before turning, Rwy 27, climb via heading 272° to 3100 before turning.

## **MULDROW AHP (KHMY)**

LEXINGTON, OK . . . . . . ORIG, 08213

TAKE-OFF OBSTACLES: Rwy 17, trees, poles, buildings and fence, up to 60' AGL/1149' MSL, 17' from DER, left and right of centerline, Rwv 35, trees, pole and NDB, up to 70' AGL/1161' MSL, 45' from DER, left and right of contarlina

### MUSKOGEE.OK

DAVIS FIELD (MKO)

ORIG 08213 (FAA)

TAKE-OFF MINIMUMS: Rwvs 18.36, NA-Environmental. Rwy 22, 200-1½ or std w/min\_climb of 436' per NM to 900. Rwv 31. 300-1½ or std. w/min.

#### DAVIS FIELD (MKO)(CONT'D)

climb of 217' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200 per NM climb gradient, takeoff must occur no later than 1700' prior to departure end of runway.

NOTE: Rwv 22, tree 3637' from departure end of runway. 985' right of centerline, 100' AGL/809' MSL, Rwv 31. tree 7679' from departure end of runway, 851' left of centerline, 100' AGL/819' MSL.

#### **NEWPORT.AR**

NEWPORT MUNI (M19)

ORIG 08269 (FAA)

NOTE: Rwv 22, building beginning 1947' from departure end of runway, 452' right of centerline, 60' AGL/299'

MSL. Rwy 36, trees 2163' from departure end of runway, 939' left of centerline, up to 100' AGL/339' MSL.

#### NORMAN, OK

#### UNIVERSITY OF OKLAHOMA WESTHEIMER

NOTE: Rwy 3, multiple elevators, tower, and cement hopper beginning 1452' from departure end of runway, 358' right of centerline, up to 56' AGL/1236' MSL. Rwy 21. terrain 167' from departure end of runway, 506' right of centerline, 1182' MSL. Rwy 35, multiple poles beginning 699' from departure end of runway 518' right of centerline, up to 37' AGL/1215' MSL.

#### NORTH LITTLE ROCK, AR NORTH LITTLE ROCK MUNI

NOTE: Pwv 5 80' AGI tree 360' from departure end of runway, 500' right of centerline, Rwy 35, 45' AGL trees. 650' from departure end of runway 300' left of centerline: 85' AGL tree 700' from departure end of runway, 600' right of centerline

#### OKLAHOMA CITY, OK CLARENCE E PAGE MUNI

NOTE: Rwv 17R, multiple trees beginning 43' from

departure end of runway, 331' right of centerline, 15' AGL/1348' MSL. Multiple trees beginning 260' from departure end of runway, 345' left of centerline, 37' AGL/ 1366' MSL, Rwv 35L, bush 90' from departure end of runway, 482' left of centerline, 8' AGL/1358' MSL.

#### SUNDANCE AIRPARK

TAKE-OFF MINIMUMS: Rwv 17 400-1

### WILL ROGERS WORLD

NOTE: Rwv 35L, post 47' from departure end of runway. 495' left of centerline, 14' AGL/1287' MSL, Rwv 36. obstruction light on lighted WSK 678' from departure end of runway, 153' left of centerline, 31' AGL/1295'

#### WILEY POST (PWA) AMDT 4 07354 (FAA)

TAKE-OFF MINIMUMS: Rwy 17L, 200-1 or std. with a min, climb of 310' per NM to 1600.

DEPARTURE PROCEDURE: Rwv 13, climb heading 127° to 2300 before turning left. Rwvs 35L.35R, climb heading 352° to 1900 before turning right

NOTE: Rwy 13, multiple trees 2032' from departure end of runway, 405' left of centerline, 50' AGL/1359' MSL. Multiple hangars 466' from departure end of runway. 465' left of centerline, 17' AGL/1316' MSL, Multiple hangars 1348' from departure end of runway 604' right of centerline, 35' AGL/1334' MSL, Rwv 17L, multiple tanks 4592' to 6210' from departure end of runway, 1220' to 1385' left of centerline, up to 148' AGL/1478' MSL. Multiple trees 1292' to 1360' from departure end of runway, 645' to 727' right of centerline, up to 50' AGL/ 1345' MSL. Rwy 17R, windsock 326' from departure end of runway, 421' left of centerline, 20' AGL/1305' MSL. Rwy 31, road with vehicle 556' from departure end of

runway, 319' left of centerline, 15' AGL/1289' MSL. Rwy 35L, multiple trees 706' from departure end of runway. 560' left of centerline, 50' AGL/1329' MSL, Spire 2442' from departure end of runway, 900' left of centerline, 86' AGL/1366'MSL.

#### OKMULGEE.OK

OKMULGEE RGNL

DEPARTURE PROCEDURE: Rwy 36, climb heading 356° to 1600 before proceeding on course.

NOTE: Rwy 18, multiple trees beginning 1303' from departure end of runway, 69' left of centerline, up to 100' AGL/779' MSL. Multiple trees beginning 1699' from departure end of runway, 12' right of centerline, up to 100' AGL 779' MSL.

9295



end of runway 20' right of centerline OZARK, AR

NOTE: Rwv 1, 180' AGL antenna 3003' from departure

TAKE-OFF MINIMUMS: Rwv 1. 300-1.

### OZARK-FRANKLIN COUNTY

OSCEOLA AR

OSCEOLA MUNI

climb of 492' per NM to 1400. Rwy 22, std. with a min.

TAKE-OFF MINIMUMS: Rwv 4 400-2 or std. with a min.

climb of 282' per NM to 1400, or 1100-21/2 for climb in

visual conditions

DEPARTURE PROCEDURE: Rwv 4, climbing right turn to 3000 via FSM R-064 to FSM VORTAC before

proceeding on course. Rwy 22, climbing right turn to 3000 via FSM R-064 to FSM VORTAC before

proceeding on course, or for climb in visual conditions cross Ozark-Franklin County Airport southwest bound at or above 1600 then climb to 3000 via FSMR-064 to FSM VORTAC before proceeding on course.

NOTE: Rwv 4, trees beginning 1906' from departure end of runway 100' left of centerline, up to 100' AGL /959' MSL. Trees beginning 3412' from departure end of runway, 6' right of centerline, up to 100' AGL/959' MSL centerline, 205' AGL/995' MSL, Rwy 22, rising terrain

Tower 1.1 NM from departure end of runway, 470' left of and trees beginning 1.6 NM from departure end of runway, 1017' right of centerline, up to 100' AGL/999' MSL. Rising terrain and trees beginning 2.7 NM from departure end of runway, on centerline, up to 100' AGL/

KIRK FIELD TAKE-OFF MINIMUMS: Rwv 4, 300-1 or std. with a min.

climb of 333' per NM to 600. Rwvs 8. 26. NAunsurveyedturfrunways. Rwy 22, 200-1. NOTE: Rwv 4. tank 5070' from departure end of runway.

883' right of centerline, 190' AGL/470' MSL, Road 1285' from departure end of runway, on centerline, 289' MSL. Sign 1506' from departure end of runway, 135' right of

centerline, 50' AGL/331' MSL. Rwy 22, sign 311' from departure end of runway, 285' right of centerline, 30' AGL/325' MSL. Road 300' from departure end of

#### PONCA CITY, OK PONCA CITY RGNL (PNC)

1079'MSI PARAGOULD. AR

ORIG 07354 (FAA)

runway, on centerline, 295' MSL.

NOTE: Rwv 17, multiple buildings, poles, and antenna beginning 195' from departure end of runway, 303' right

of centerline, up to 81' AGL/1071' MSL. Trees and pole 1304' from departure end of runway, from 400' left of centerline, 70' AGL/1061' MSL. Rwy 35, antenna on building 10' from departure end of runway, 437' right of centerline, 13' AGL/1013' MSL. Trees 1475' from

departure end of runway, 350' right of centerline 50' AGL/

### 1030'MSL. POTEAU, OK

ROBERT S. KERR

DEPARTURE PROCEDURE: Rwv 18. climb runwav

heading to 2500 before turning on course. Rwy 36, climb runway heading to 2800 before turning on course. NOTE: Rwy 36, cross departure end of runway at or above 16' AGL/461' MSL.

PRYOR OK MID-AMERICA INDUSTRIAL

DEPARTURE PROCEDURE: Rwvs 18, 36, climb to

ROGERS. AR

NOTES: Rwy 20 multiple towers and trees beginning

RUSSELLVILLE. AR

RUSSELL VILLE RGNI

ROGERS MUNI-CARTER FIELD

centerline, up to 122' AGL/1462' MSL. Multiple towers

and trees beginning 567' from departure end of runway

TAKE-OFF MINIMUMS: Rwv 7.500-2 or std. with a min.

NOTE: Rwv 7. building, 3192' from departure end of

runway, 204' left of centerline, 50' AGL/520' MSL.

and right of centerline, up to 100' AGL/940' MSL.

runway, 403' left of centerline, 46' AGL/1025' MSL.

AGL/1223' MSL. Trees 528' from departure end of

runway, 424' left of centerline, up to 54' AGL/1241' MSL.

Vehicles 83' from DER, 35' left and right of centerline.

climb of 490' per NM to 900. Rwy 25, 1800-3 or std. with

393' from departure end of runway, 209' right of

81' left of centerline, up to 108' AGL/1469' MSL.

a min\_climb of 230' per NM to 2200

1400 before turning on course

SALLISAW, OK

SALLISAW MUNI

TAKE-OFF MINIMUMS: Rwv 17, 400-2 or std. with a min. climb of 210' per NM to 1000. Rwv 35, 700-2 or std. with a min, climb of 470' per NM to 1300.

DEPARTURE PROCEDURE: Rwv 17, climb runwav heading to 1000 before turning. Rwv 35, climbing left

turn to 1500 on heading 180° before proceeding on

SAND SPRINGS, OK

WILLIAM R. POGUE MUNI (OWP) AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: Rwv 35, 300-1% or std. w/min. climb of 260' per NM to 1300.

DEPARTURE PROCEDURE: Rwv 17, climb heading 169° to 2500 before turning left. Rwy 35, climb heading 349° to 2500 before turning right. NOTE: Rwy 17, trees beginning 75' from DER, 121' left

15' AGL/905' MSL. Rwy 35, vehicles 83' from DER, 35' left of centerline, 15' AGL/905' MSL, Trees 1,24 NM from DER, 671' left of centerline, up to 100' AGL/1126' MSL.

SEMINOLE, OK SEMINOLE MUNI NOTE: Rwy 16, powerline 419' from departure end of

SILOAM SPRINGS, AR

SMITH FIELD NOTE: Rwy 18, light pole 1320' from departure end of

runway, 358' right of centerline, 31' AGL/1209' MSL.

Trees 795' from departure end of runway, 354' left of

departure end of runway, 340' right of centerline, up to

centerline, up to 25' AGL/1197' MSL. Trees 1272' from

34' AGL/1212' MSL. Rwy 36, power pole 1185' from departure end of runway, 567' right of centerline, 31'

Trees 532' from departure end of runway, 354' right of centerline, up to 39' AGL/1232' MSL.

9295

TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES 🔽



9295

## TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES **U**

70'

70'

SPRINGDALE, AR SPRINGDALE MUNI

by ATC.

heading to 1900 prior to turning on course or as directed

188' from departure end of runway, 152' left of centerline.

TAKE-OFF MINIMUMS: Rwv 35, 300-11/2 or std. w/min.

NOTE: Rwy 17, trees beginning 80' from departure end of

runway, 16' right of centerline, up to 60' AGL/911' MSL.

Trees and poles beginning 139' from departure end of

runway, 337' left of centerline, up to 34' AGL/855' MSL.

centerline, 29' AGL/878' MSL. Rwy 35, poles and trees

beginning 23' from departure end of runway, 42' left of

centerline, up to 56' AGL/1075' MSL. Poles and trees

beginning 1334' from departure end of runway, 29' right

departure end of runway, 133' left of centerline, 99' AGL/

438' MSL. Multiple trees beginning 237' from departure

of centerline, up to 40' AGL/1058' MSL, Building 4492'

from departure end of runway, 889' left centerline, 24'

Light 1042' from departure end of runway, 403' left of

TAKE-OFF MINIMUMS: Rwv36 400-2 or std. with a min. climb of 260' per NM to 1900.

DEPARTURE PROCEDURE: Rwvs 18.36. climb runway

NOTE: Rwv 36, 70' AGI /1422' MSI trees 4406' from departure end of runway, 522' right of centerline. AGL/1409' MSL trees 2734' from departure end of

runway 325' right of centerline 70' AGL /1403' MSL

trees 2783' from departure end of runway, 42' right of centerline, 70' AGL/1418' MSL trees 3075' from

departure end of runway, 329' right of centerline. AGL/1389' MSL trees 1659' from departure end of runway, 326' right of centerline.

STUTTGART, AR

STUTTGART MUNI NOTE: Rwv 18. tree 108' from departure end of runway. 286' right of centerline, 9' AGL/227' MSL, Rwy 27, tree

7' AGI /227' MSI

AGL/1024 MSL

climb of 345' per NM to 1200.

TAHLEQUAH. OK TAHLEQUAH MUNI (TQH)

AMDT 1 08157 (FAA)

TEXARKANA, AR TEXARKANA RGNL-WEBB FIELD (TXK)

AMDT 4 07354 (FAA)

NOTE: Rwv 4, multiple trees 881' from departure end of

runway, 677' left of centerline, 60' AGL/419' MSL,

Multiple trees 767' from departure end of runway, 621' right of centerline, 75' AGL/434' MSL, Rwv 13, multiple trees 21' from departure end of runway, 372' left of

centerline. 75' AGL/424' MSL. Multiple trees 1819' from

9295

end of runway, 344' right of centerline, 98' AGL/457' MSL. Rwv 22, multiple trees beginning 122' from

departure end of runway, 276' left of centerline, 47' AGL/ 406' MSL. Multiple trees beginning 132' from departure

end of runway, 348' right of centerline, 71' AGL/400' departure end of runway, 349' right of centerline, 70'

runway, on centerline, 15' AGL/391' MSL, Multiple trees 535' from deaprture end of runway, 124' left of centerline, 60' AGL/391' MSL. Mutliple trees beginning 454' from AGL/429' MSL. Multiple trees 1962' from departure end of runway, 195' left of centerline, 60' AGL/429' MSL

🔽 TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES 🔽

MSL. Rwy 31, vehicle on road 346' from departure end of

107' AGL/773' MSL.

departure end of runway, 28' right of centerline, up to

up to 100' AGL/729' MSL. Rwy 19L, tree 791' from departure end of runway, 311' left of centerline, 46' AGL/665' MSL. Tree 1379' from departure end of runway, 457' left of centerline, 64' AGL/683' MSL.

Trees beginning 3858' from departure end of runway, 620' left of centerline, up to 100' AGL/719' MSL. Rwy 19R, tree 2247' from departure end of runway, 1020' left of centerline, 56' AGL/685' MSL. Trees beginning 3296' from departure end of runway, 1323' left of centerline, up to 100' AGL/714' MSL. Rwy 31, hangar, 507' from departure end of runway, 344' right of centerline, 21' AGL/640' MSL. Trees beginning 1372'

from departure end of runway, from 265' left of centerline to 248' right of centerline, up to 95' AGL/ 714' MSL. Tree 2161' from departure end of runway, 74' left of centerline, 102' AGL/721' MSL. Trees beginning 1965' from departure end of runway, 909' left of centerline, up to 100' AGL/739' MSL Transmission line towers beginning 2732' from

TULSA, OK

course

AMDT 6 08297 (FAA)

306° to 4000 prior to executing a right turn, left turns

DEPARTURE PROCEDURE: Rwv 30, climb on track

TINKER AFB (KTIK).

TAKE-OFF OBSTACLES: Rwv 30, Trees 47' AGL/

Monument 41' AGL/1264' MSL, 1473' from DER.

TAKE-OFF MINIMUMS: Rwv 31, 300-134 or std. w/

DEPARTURE PROCEDURE: Rwvs1L.1R. climb

heading 007° to 1400 before proceeding on course. Rwy 13, climb heading 127° to 1400 before

proceeding on course. Rwys 19L, 19R, climb heading

runway, 627' right of centerline, 81' AGL/700' MSLRwy

1R, railroad 163' from departure end of runway, 226'

right of centerline, 23' AGL/669' MSL. Tree 250' from

departure end of runway, 236' right of centerline, 45'

runway, 330' right of centerline, 49' AGL/673' MSL.

Pole 992' from departure end of runway, 117' right of

departure end of runway, 74' left of centerline, 81' AGL/

700' MSL. Rwy 13, building 717' from departure end of

runway, 514' right of centerline, 25' AGL/641' MSL.

Tree 1961' from departure end of runway, 92' left of

departure end of runway, 461' right of centerline, 76'

79' AGL/698' MSL. Tree 2438' from departure end of runway, 31' left of centerline, 80' AGL/699' MSL, Tree

centerline, 90' AGL/709' MSL. Trees beginning 2292'

from departure end of runway, 655' right of centerline,

centerline, 50' AGL/679' MSL. Tree 2021' from

AGL/695' MSL. Tree 2287' from departure end of

2697' from departure end of runway, 323' right of

runway, 102' right of centerline,

AGL/669' MSL. Pole 582' from departure end of

centerline, 40' AGL/664' MSL. Tree 1844' from

187° to 1400 before proceeding on course. Rwv 31.

climb heading 307° to 1700 before proceeding on

NOTE: Rwv 1L. tree 1492' from departure end of

2862' from DER, 1641' right of centerline.

RICHARD LLOYD JONES JR (RVS)

min, climb of 470' per NM to 1100.

1267' MSL, 1778' from DER, 927' right of centerline.

1337' right of centerline Trees 28' AGL / 1245' MSL

may be initiated at 1800, Rwy 35, intercept TIK R-354 climbing to 4000 prior to executing left turn.





TUI SA INTI

TAKE-OFF MINIMUMS: Rwv 18R 200-1 or std with a

TULSA, OK (CON'T)

min. climb of 210' per NM to 900. DEPARTURE PROCEDURE: Comply with SID or as

## VANCE AFB (KEND)

TAKE-OFF OBSTACLES: Rwv 17C: Barrier (when raised) 24' AGL/1321' MSL, 154' into overrun, on

centerline T-1 aircraft 14' AGI /1311' MSI abeam departure end of runway, 340' right of centerline.

Rwv 17L: Terrain, 1293' MSL, 239' from DER, 55' left of centerline Terrain 1295 MSL abeam

departure end of runway, 156' right of centerline. Wind sensor 33'AGI /1325'MSI 211'from DER 578' right of centerline. T-1 aircraft on taxiway, 14' AGL/ 1298' MSL, 204' from DER, 186' right of centerline. DER, 574' left of centerline, Trees, 70' AGL/1349

T-1 aircraft on taxiway 14' AGL/1303' MSL 383' from MSI 2479 from DER 1136 left of centerline Trees 70' AGL/1355' MSL, 1620' from DER, 944' left of centerline, Rwy 17R: Barrier (when raised), 24' AGL/ 1336 MSI 152 into overrun on centerline Rwv 35C: Barrier (when raised), 24' AGL/1301' MSL, 147' into

overrun, on centerline, Rwv 35L: Barrier (when raised), 24' AGL/1303' MSL, 149' into overrun, on centerline, Rwv 35R: Wind sensor, 33' AGL/1299' MSI 1884' from DER 577' left of centerline Vehicle on road. 10' AGL/1284' MSL, 144' from DER, 292' left of centerline, T-1 aircraft on taxiway, 14' AGL/1280' MSL, 211' from DER, 574' right of centerline.

### WAGONER.OK HEFNER-FASI FY (H68)

ORIG 08045 (FAA) NOTE: Rwv 36. Multiple trees beginning 167' from 100' AGL/709' MSL.

WATONGA, OK WATONGA RGNL TAKE-OFF MINIMUMS: Rwv 17, 400-2 or std. with a

departure end of runway, 544' right of centerline, up to

## min, climb of 315' per NM to 2000.

NOTE: Rwy 17, vehicle on road 165' from departure end of runway, 471' left of centerline, 15' AGL/1554'

MSL. Elevator 5609' from departure end of runway. 614' left of centerline, 177' AGL/1694' MSL, Rwv 35. trees beginning 3318' from departure end of runway. 435' left of centerline, up to 100' AGL/1689' MSL.

Vehicle on road 284' from departure end of runway. 471' right of centerline, 15' AGL/1584' MSL.

#### WEATHERFORD.OK THOMAS P. STAFFORD

DEPARTURE PROCEDURE: Rwy 17, climb via

heading 188° to 2500 before proceeding on course. NOTE: Rwy 17, truck on road 682' from departure end of runway, crossing centerline, 17' AGL/1636' MSL,

multiple trees beginning 2605' from departure end of runway, 652' right of centerline, up to 100' AGL/1699' MSL.Rwy 35, tree 1421' from departure end of runway, 413' right of centerline, 40' AGL/1649' MSL.

### WEST MEMPHIS MUNI

TAKE-OFF MINIMUMS: Rwv 17, NOTE: 101'AGL trees 2155' from departure end of rwy 196' right of centerline

172° to 3100 before proceeding on course.

WOODWARD, OK

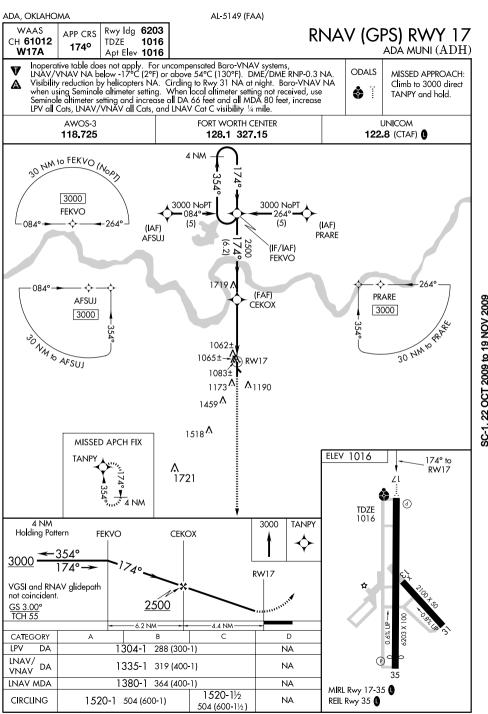
WEST WOODWARD

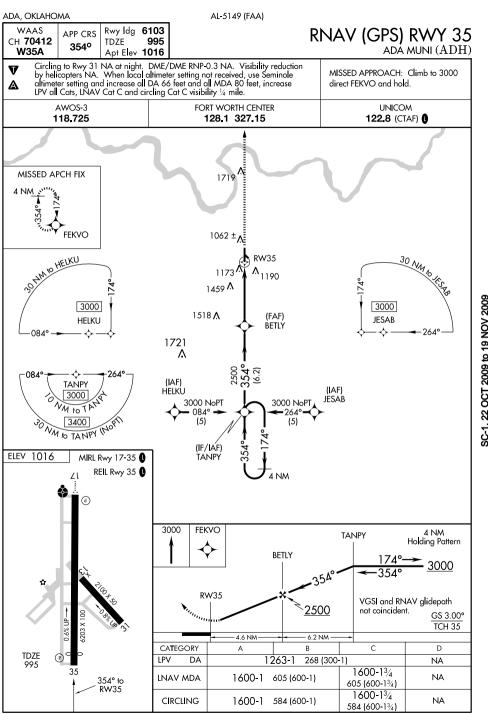
DEPARTURE PROCEDURE: Rwy 17, climb heading

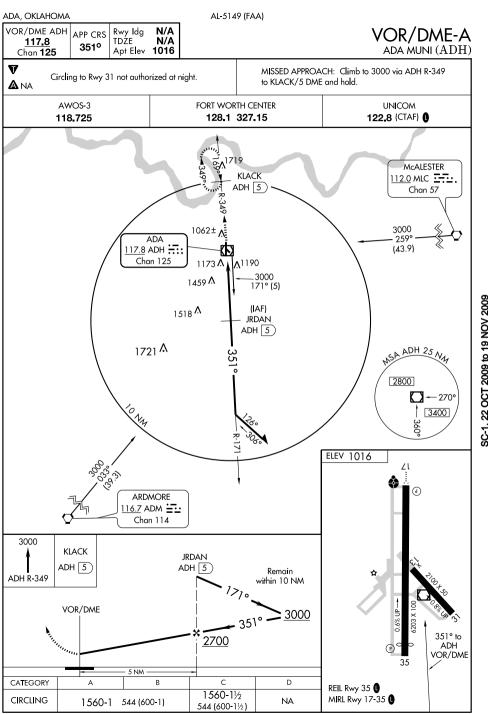


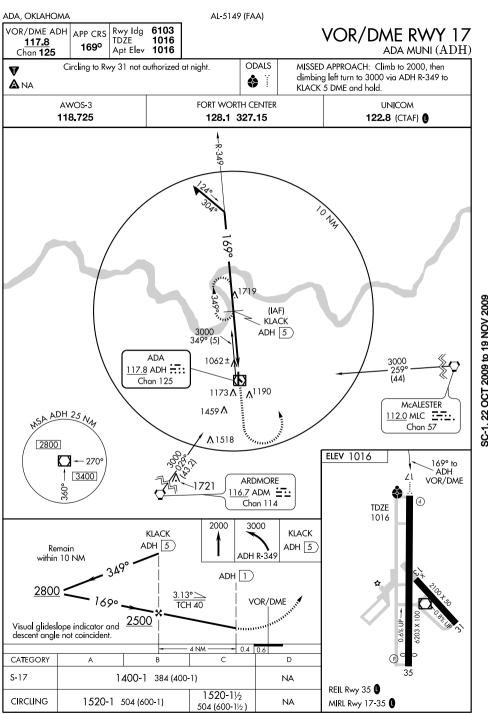
## **WEST MEMPHIS. AR**

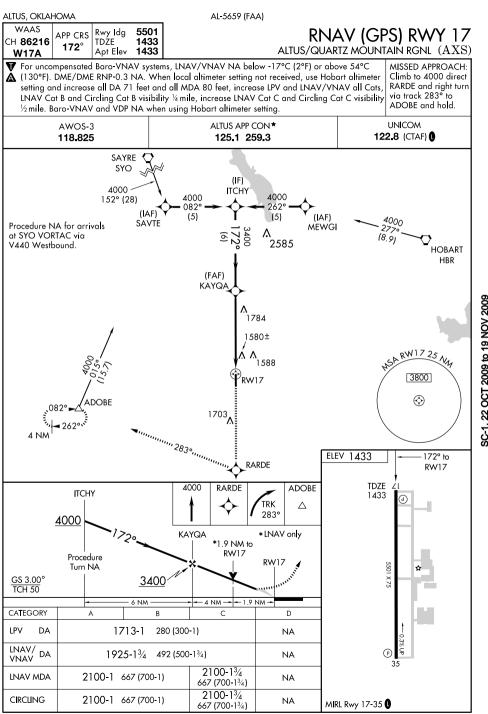
### TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES 1





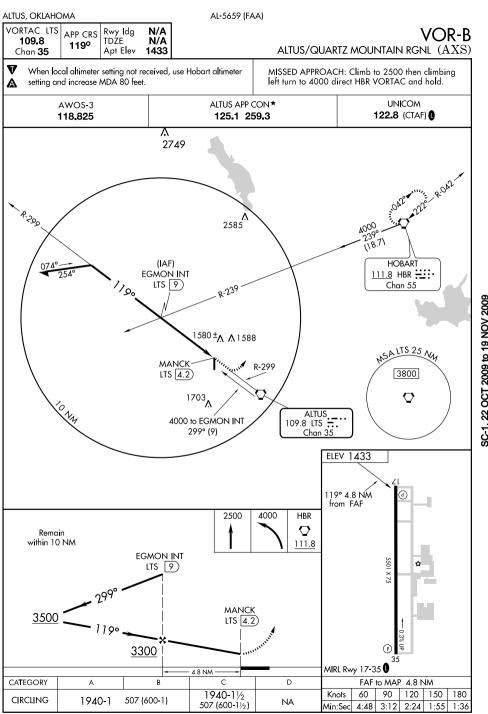


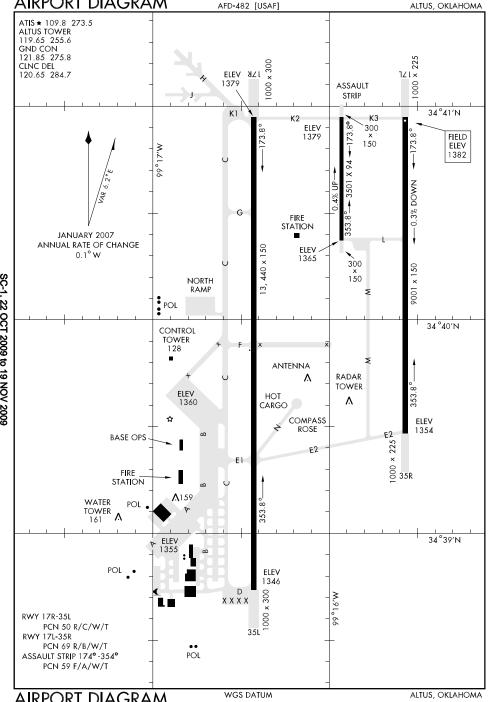




ALTUS, OKLAHOMA		AL-5659 (FAA)			
WAAS CH 93914 APP CRS TDZE 142 APT Elev 143	3 KINAV (OI 3) KVV I 33				
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above  54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hobart altimeter setting and increase all DA 71 feet and all MDA 80 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat C and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Hobart altimeter setting.  MISSED APPROACH: Climb to 4000 direct KAYQA and via track 274° to CIVIG and left turn via track 182° to ADOBE and hold.					
AWOS-3 <b>118.825</b>	ALTUS APP CON* 125.1 259.3			UNICOM <b>122.8</b> (CTAF) <b>(</b>	
CIVIG HOBART HBR KAYQA					
<b>4</b> 182° 1		\(\lambda\) \(\la	Δ	/	
082° ► ADOBE  4 NM 262° 1		1703 1740	218	0	
	(IAF)	(FAF) RARDE  3520	(IAF)	3800 ©	
ELEV 1433 MIRL Rwy 17-35 <b>(</b>			ÄĞSY		
<u>2</u> ι <u>4</u>	4000 KAYQA  ↑  * LNAV on	*LNAV only  *LNAV only  *1.8 NM to  PW35			
<b>☆</b> 5501 × 75	Para RWS	· • • • • • • • • • • • • • • • • • • •	Procedui Turn NA		
	CATEGORY	A B	С	D	
000	LPV DA			NA	
() (의	LNAV/ DA	1717-1 294 (300	D-1)	NA	
1 TDZE	LNAV MDA	2040-1 617 (700-1)	2040-1 <sup>3</sup> / <sub>4</sub> 617 (700-1 <sup>3</sup> / <sub>4</sub> )	NA	
352° to RW35	CIRCLING	2040-1 607 (700-1)	2040-1 <sup>3</sup> / <sub>4</sub> 607 (700-1 <sup>3</sup> / <sub>4</sub> )	NA	

ALTUS, OKLAHOMA AL-5659 (FAA) VOR-A VORTAC HBR Rwy Idg N/A APP CRS 111.8 N/A **TDZE** ALTUS/QUARTZ MOUNTAIN RGNL (AXS) 224° Chan 55 Apt Elev 1433 7 When local altimeter setting not received MISSED APPROACH: Climbing right turn to 3600 Δ use Hobart altimeter setting. via HBR R-224 to HBR VORTAC and hold. ALTUS APP CON★ UNICOM AWOS-3 122.8 (CTAF) 1 118.825 125.1 259.3 **∆** 2585 IAF -HOBART NoPT for arrivals on HBR VORTAC 111.8 HBR **∷**: airway radials 057 CW 075 Chan 55 3000 (12.9)1588 SC-1 22 OCT 2009 to 19 NOV 2009 **NECRA INT** HBR [12.9) ALTUS 109.8 LTS ≒... Λ 1703 Chan 35 NSA HBR 25 Ny 3800 **ELEV 1433**  $\bigcirc$ 224° 3.8 NM 3600 **HBR** One Minute from FAF VORTAC  $\Diamond$ Holding Pattern HBR R-224 111.8 5501 X 75 NECRA INT 3600 HBR 12.9 **HBR** 16.7 3000 — 3.8 NM-12.9 NM С CATEGORY 1940-11/2 NA CIRCLING 1940-1 507 (600-1) 507 (600-11/2) MIRL Rwy 17-35 FAF to MAP 3.8 NM HOBART MUNI ALTIMETER SETTING MINIMUMS Knots 60 90 120 150 180 2020-11/2 NA CIRCLING 2020-1 587 (600-1) Min:Sec 3:48 2:32 1:54 1:31 1:16 587 (600-1½)





ALTUS, OKLAHOMA HI-VOR/DME RWY 35L VORTAC LTS 109.8 Rwy ldg **13,440** TDZE **1353** APCH CRS 357° JAL-482 [USAF] ALTUS AFB (KLTS) Chan 35 Arpt Elev 1382 \* When ALS inop, increase CAT CD RVR to 60 and ALSF-1 MISSED APPROACH: Climb to 4000, vis to 1¼ mile, ĆAT E vis to 1½ miles. fly heading 353° to HUSLA Then via  $(A_1)$ LTS VORTAC R-348 to BLAIR and hold. \*\* Circling not authorized W of Rwy 17R-35L ATIS \* FORT WORTH CENTER ALTUS APP CON ALTUS TOWER GND CON CLNC DEL ASR 133.5 350.35 125.1 257.725 119.65 255.6 121.85 275.8 120.65 284.7 109.8 273.5 ۸ 2043 RADAR REQUIRED 2749 ۸٠ Max holding LTS 230 KIAS 2138 17 BLAIR ۸ LTS 2585 12 1792 HUSLA ۸ 1828 LTS Max holdina 2043 1.7 **265 KIAS** IAF · ۸ **ALTUS** 2045 109.8 LTS CAXOX Chan 35 LTS 5.8 LTS HESSS 1953 COBTO ITS 12 3800 **REMAIN WITHIN** 23 DME of LTS 3200 COTNO LTS 20 MM VORTAC 18 1382 **ELEV** 1∠1 (P) JVB 1980  $(A_1)$ ASSAULT (P) EMERG SAFE ALT 100 NM 4900 VORTAC COBTO 18) 4000 HUSLA STRIP BLAIR R-201 LTS LTS hdg 1.7 12 6000 353° HESSS CAXOX COTNO 12,000 2.2) COROX \$3570 5000 1510 🏠 3100 2.97° 2900 (P) 35R (A) TCH 54 4.0 NM 1490 P CATEGORY Ε 1760/50 S-35L \* 1760/40 407 (400-34) 407 (400-1)35L TDZE 1840-11/2 1940-2 1980-2 CIRCLING \*\* 1353 558 (600-2)HIRL Rwy 17R-35L, (500-11/2) 598 (600-2)17L-35R 1760/50357°4.8 NM S-ASR 35L \* 1760/40 407 (400-34) MIRL Assault Strip from FAF 407 (400 - 1)34°40′N-99°16′W ALTUS, OKLAHOMA ALTUS AFB (KLTS) Amd+ 2 00183

V

SC-1, 22 OCT 2009 to 19 NOV 2009

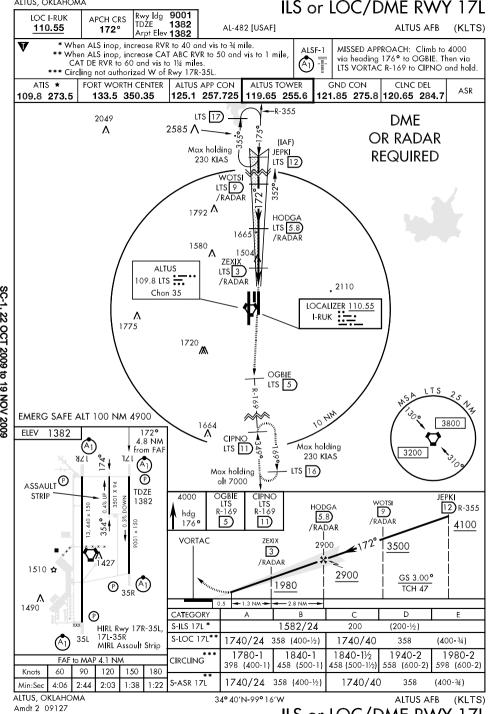
### DEPARTURE ROUTE DESCRIPTION

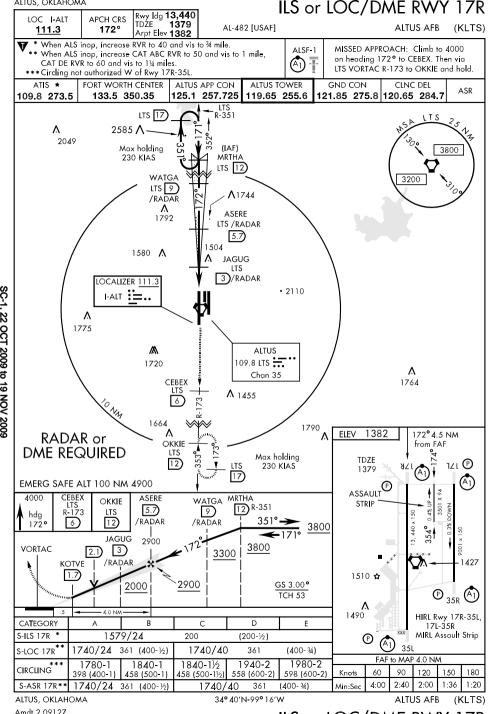
TAKE-OFF RWY 17L/174°Assault Strip: Climb on a track of 172°. At LTS VORTAC 5 DME turn left to intercept HBR VORTAC R-184 to HBR. Cross ALEBE at or below 7000. Then via Burns Flat transition or assigned route.

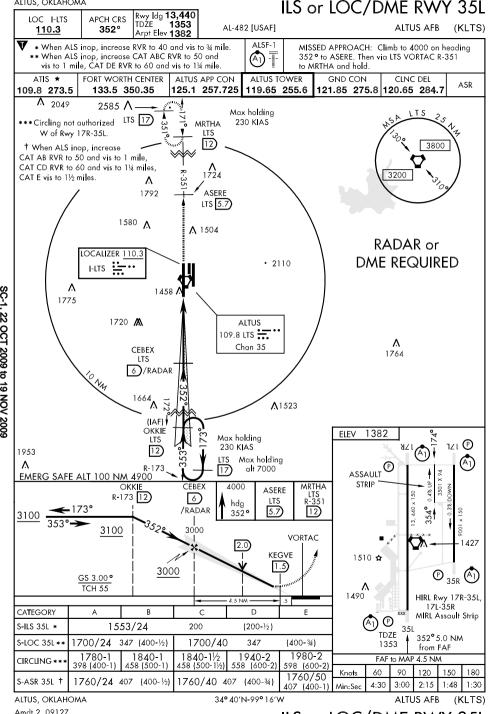
TAKE-OFF RWY 17R: Climb on a track of 172°. At LTS VORTAC 5.5 DME turn left to intercept HBR VORTAC R-184 to HBR. Cross ALEBE at or below 7000. Then via Burns Flat transition or assigned route.

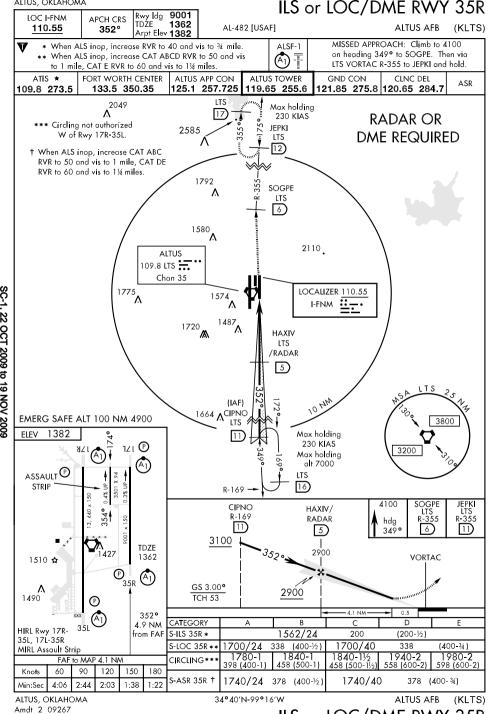
TAKE-OFF RWY 35L/35R/354° Assault Strip: Climb on a track of 352° to intercept HBR VORTAC R-232 to HBR. Then via Burns Flat transition or assigned route.

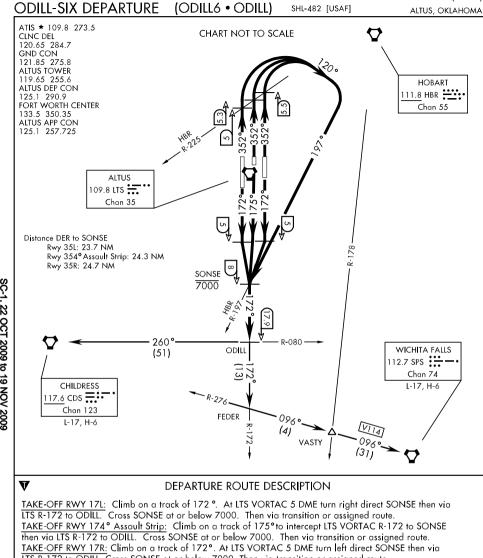
BURNS FLAT TRANSITION (HBR3 • BFV): HBR VORTAC R-332/BFV VORTAC R-154 to BFV.











TAKE-OFF RWY 17R: Climb on a track of 172°. At LTS VORTAC 5 DME turn left direct SONSE then via LTS R-172 to ODILL. Cross SONSE at or below 7000. Then via transition or assigned route.

TAKE-OFF RWY 35L: Climb on a track of 352°. At LTS VORTAC 5 DME/HBR VORTAC R-225 turn right to a track of 120° to intercept HBR R-197 to SONSE. Cross SONSE at or below 7000. Then via LTS R-172 to ODILL. Then via transition or assigned route.

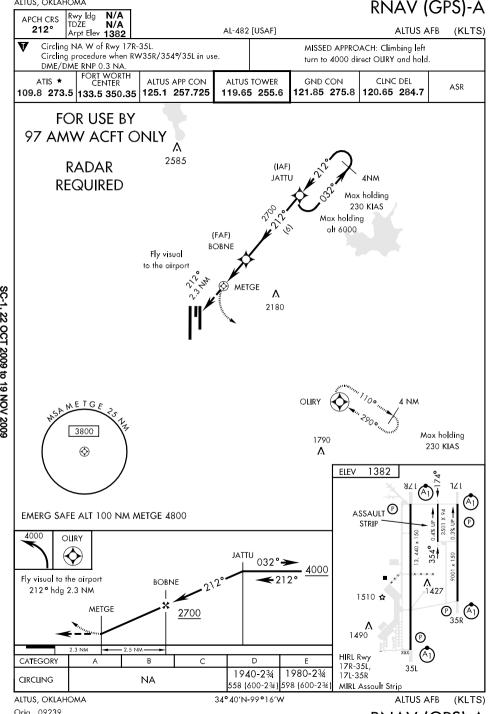
TAKE-OFF PWY 359: Climb on a track of 352°. At LTS VORTAC 5.3 DME/HBR VORTAC R-225 turn right to a track of 120° to intercept HBR R-197 to SONSE. Cross SONSE at or below 7000. Then via LTS R-172 to ODILL. Then via transition or assigned route.

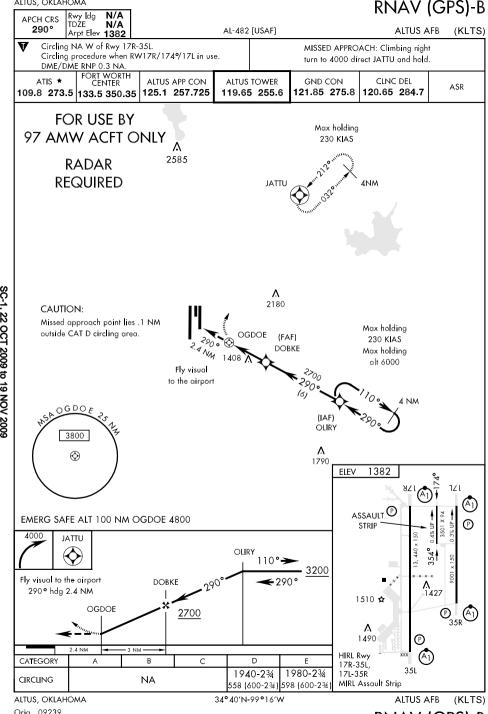
LTS R-172 to ODILL. Then via transition or assigned route.

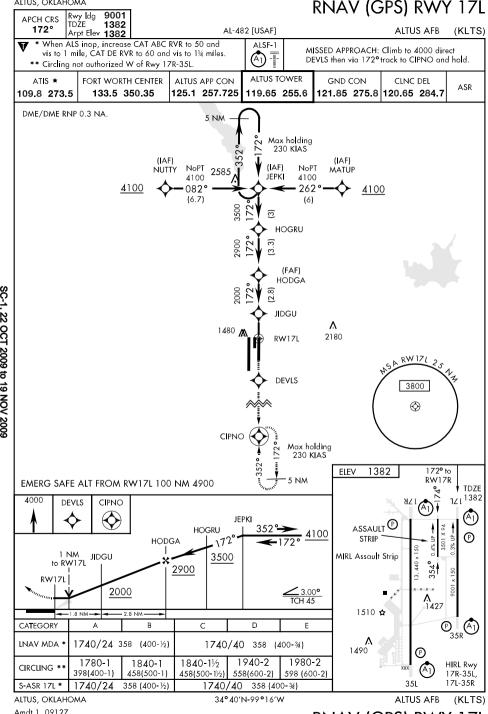
TAKE-OFF RWY 35R: Climb on a track of 352°. At LTS VORTAC 5.5 DME/HBR VORTAC R-225 turn right to a track of 120° to intercept HBR R-197 to SONSE. Cross SONSE at or below 7000. Then via LTS R-172 to ODILL. Then via transition or assigned route.

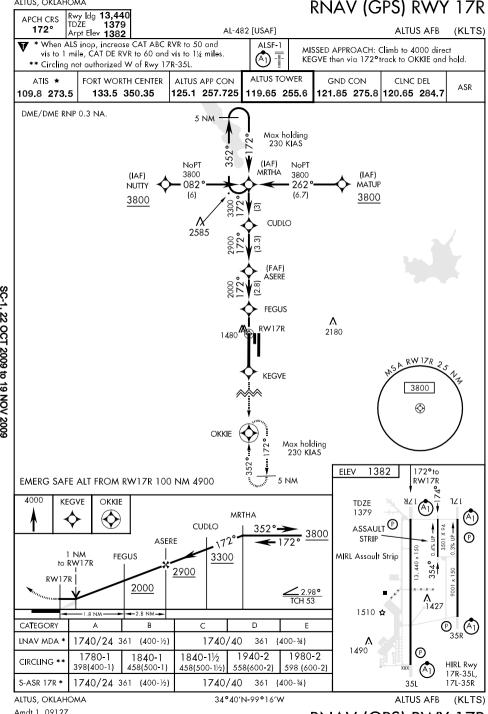
CHILDRESS TRANSITION (ODILL6 CDS): CDS VORTAC R-080 to CDS.

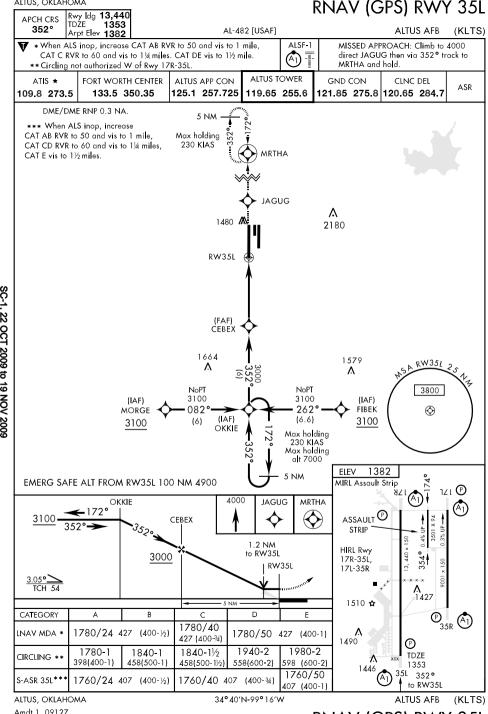
WICHITA FALLS TRANSITION (ODILL6 SPS): LTS R-172 to FEDER. Then via SPS VORTAC R-276 (V114) to SPS.

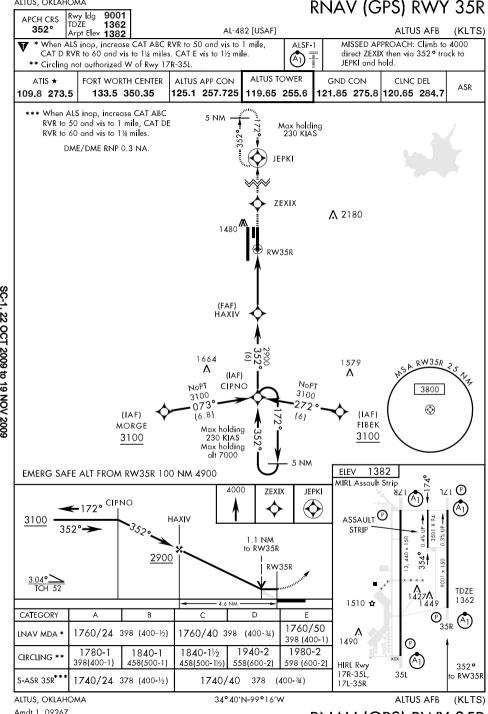


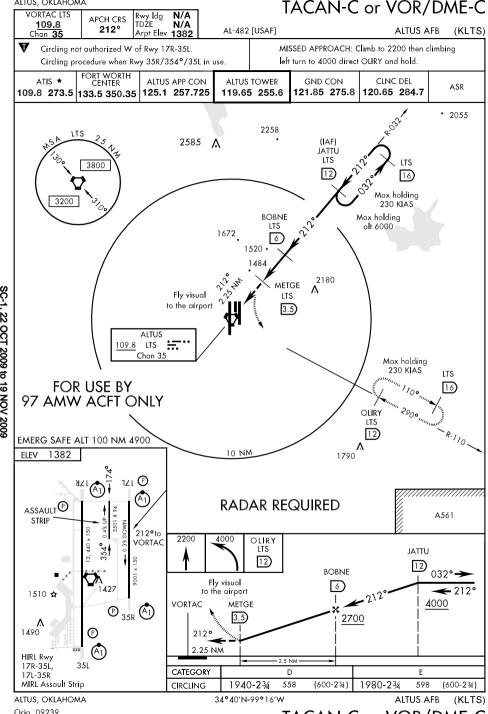


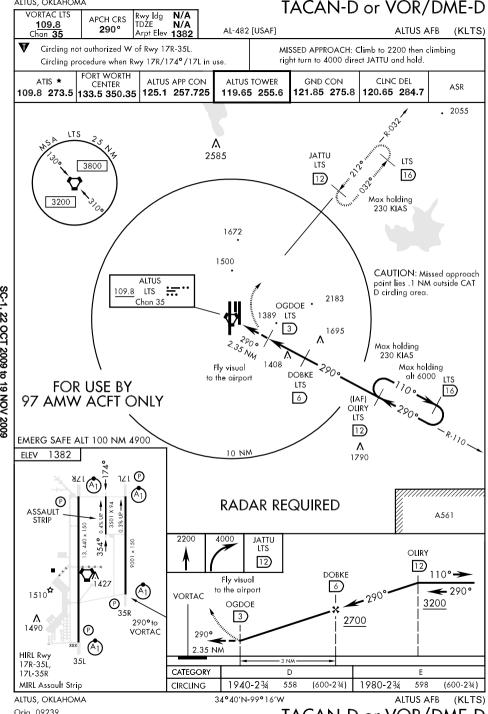


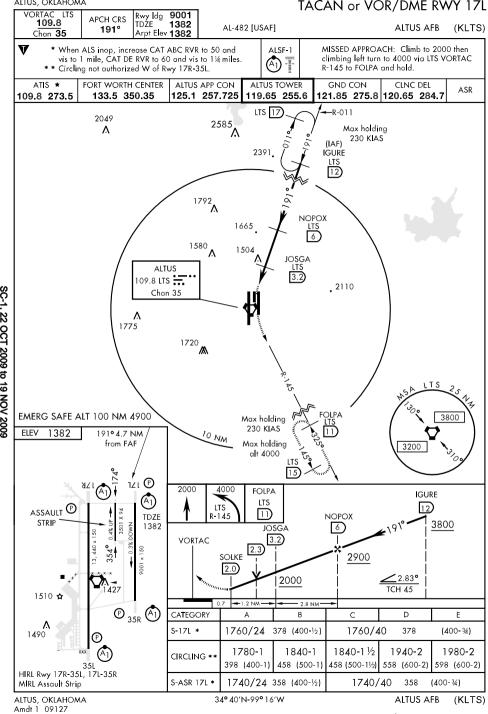


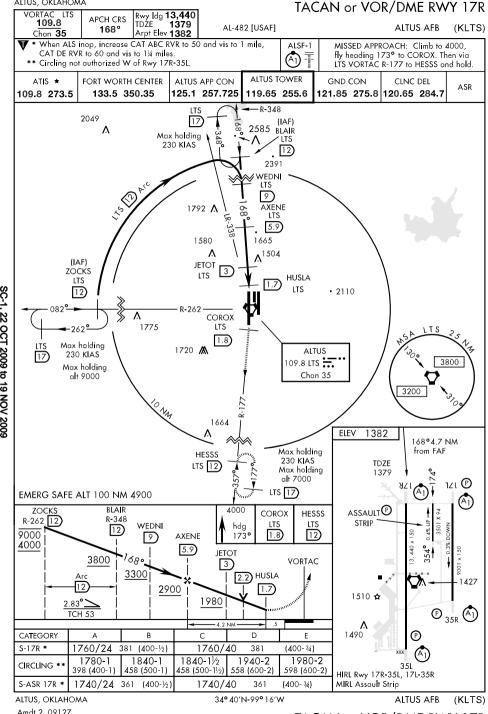


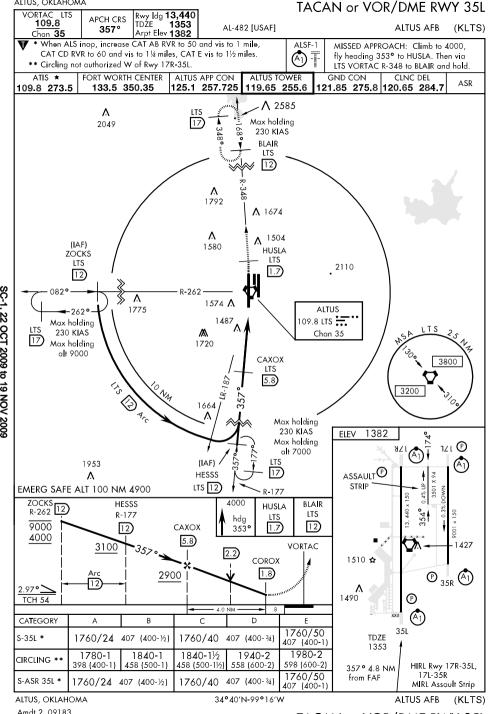


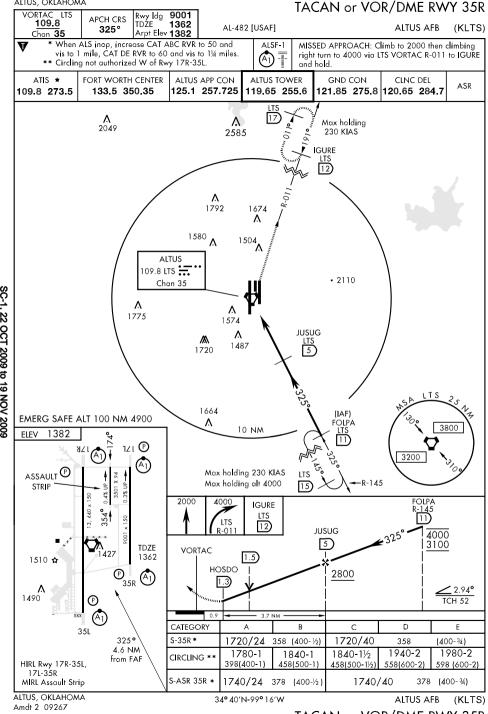


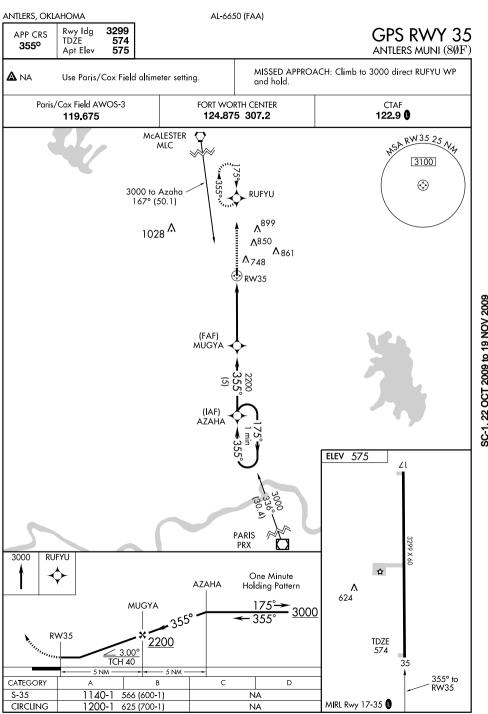


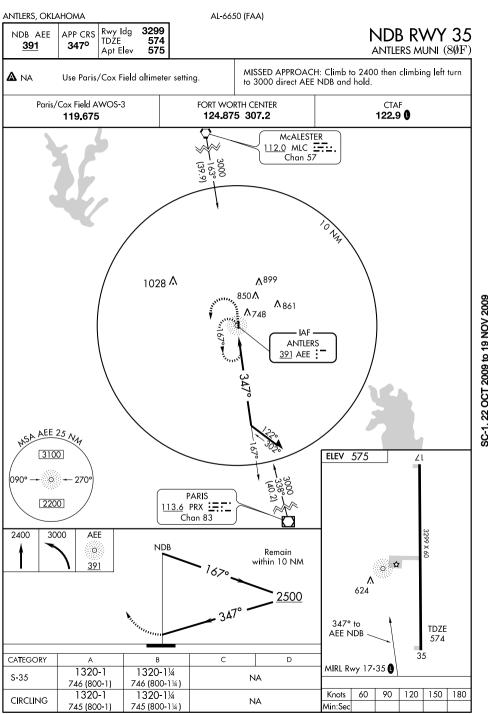


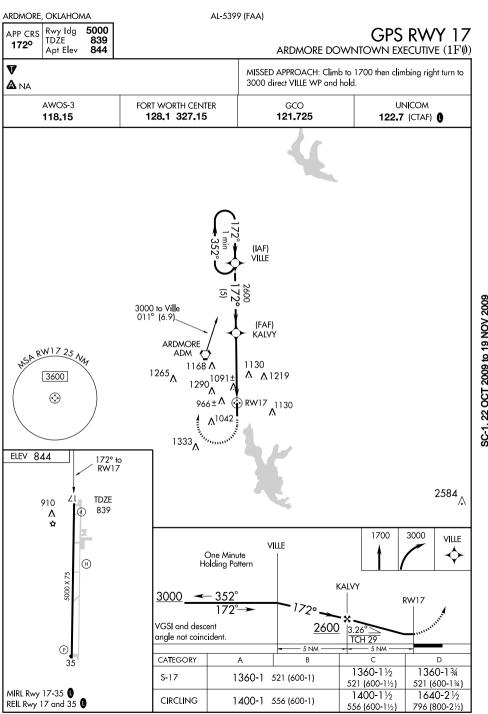


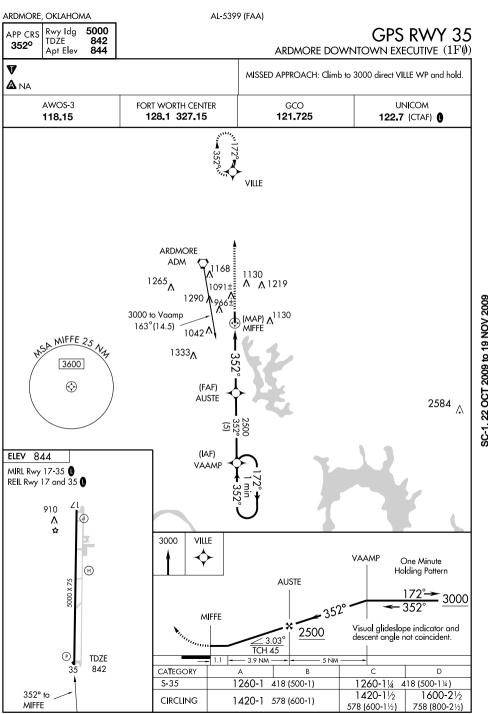


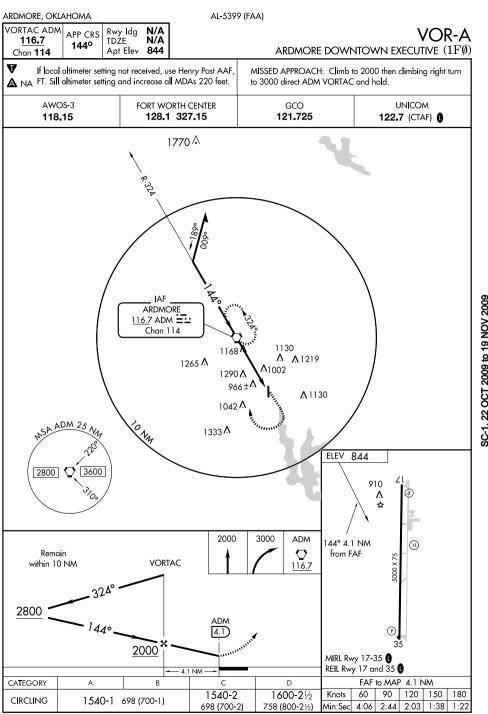


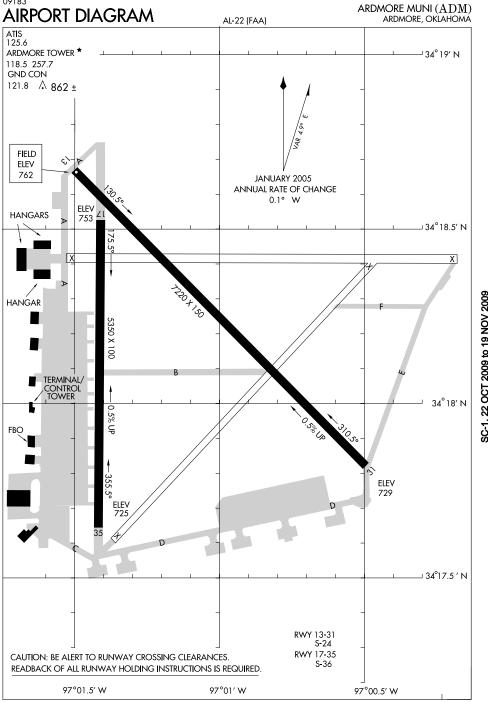


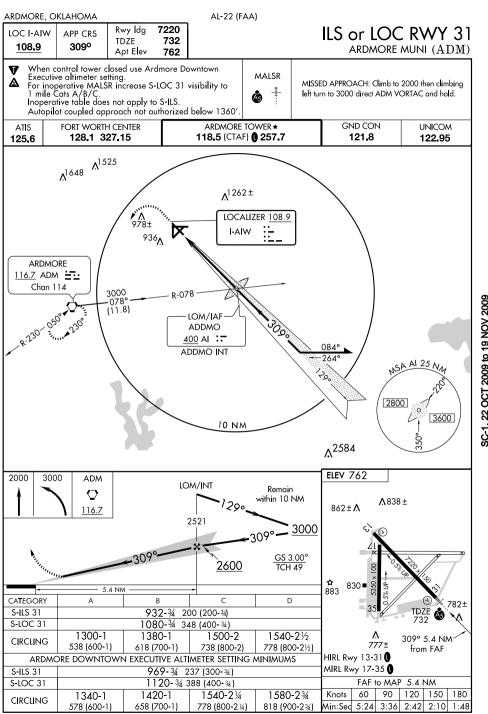


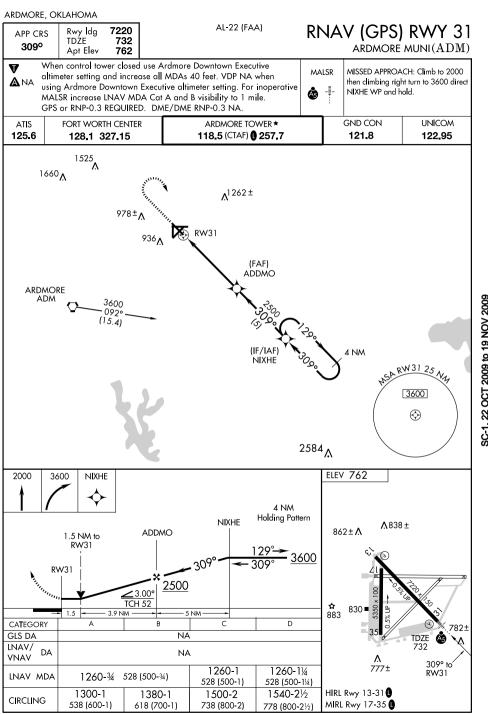


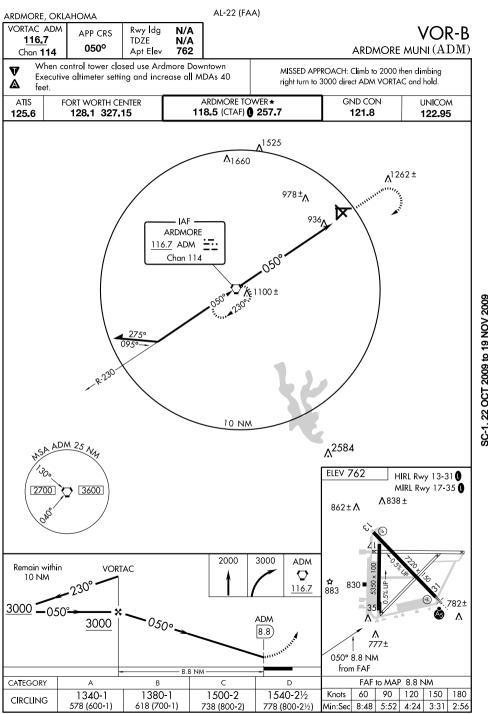


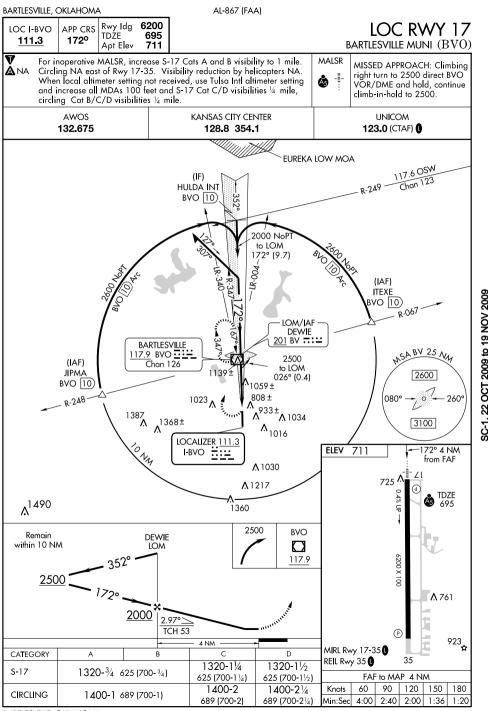


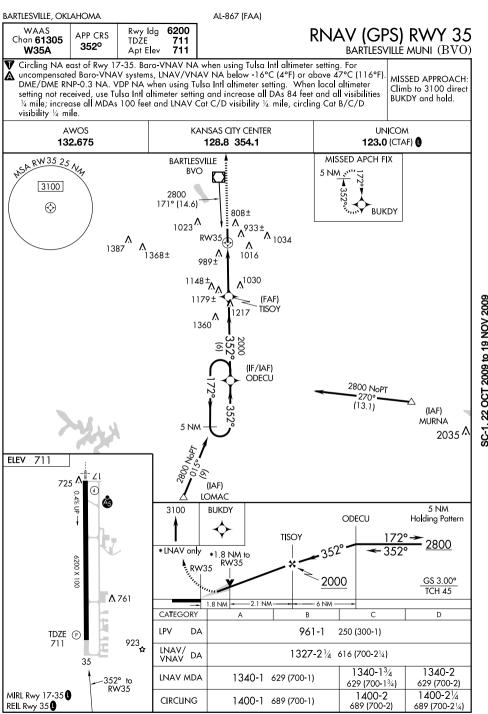


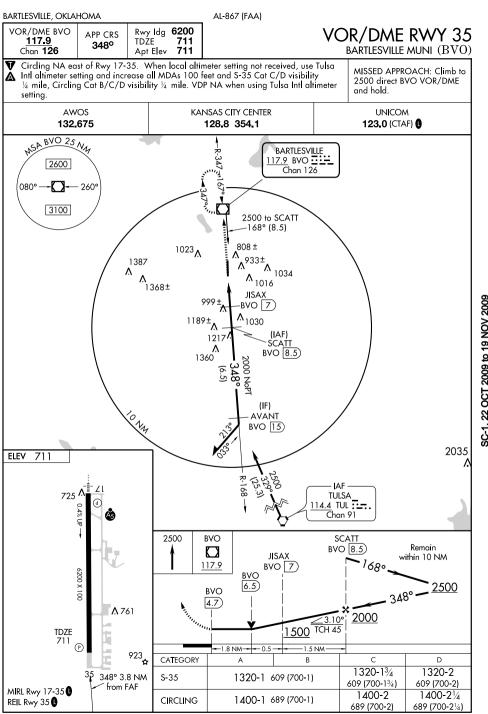


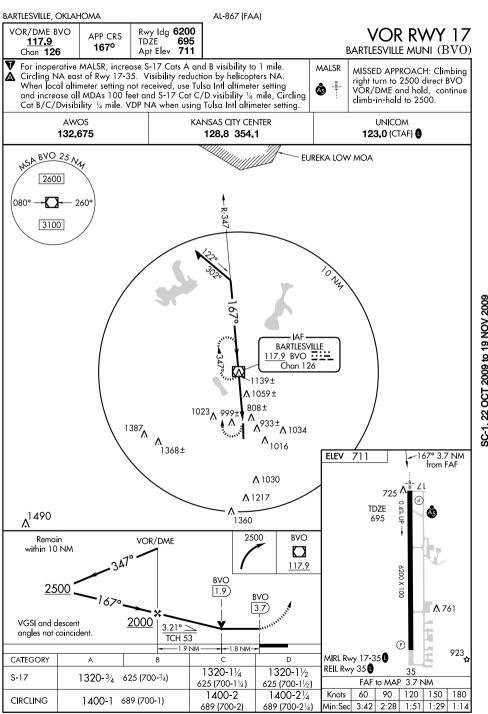


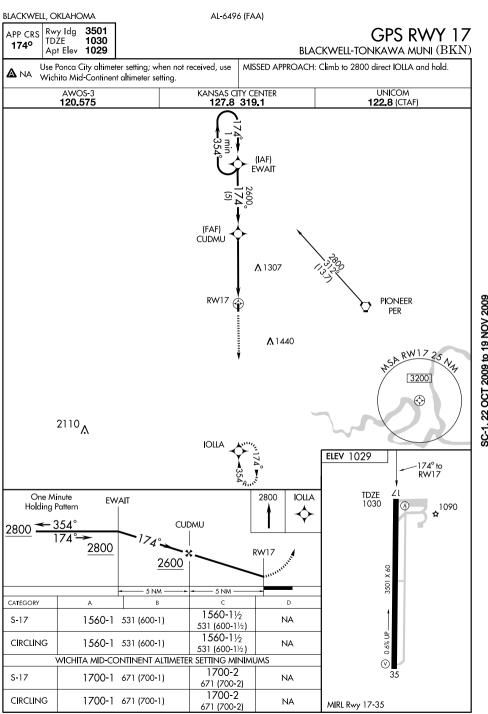


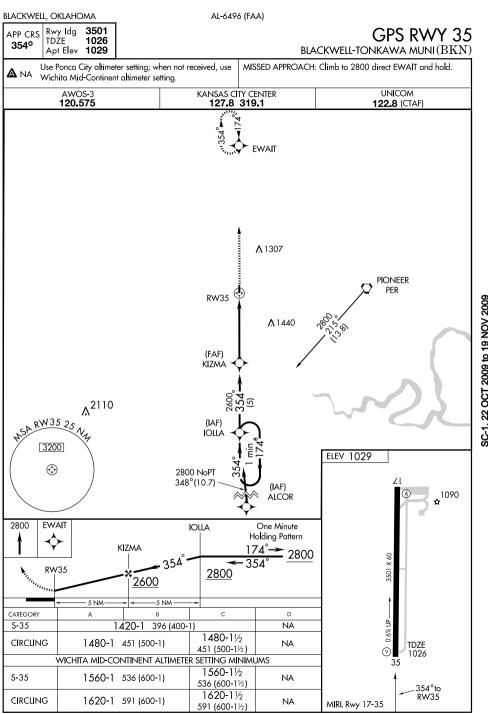


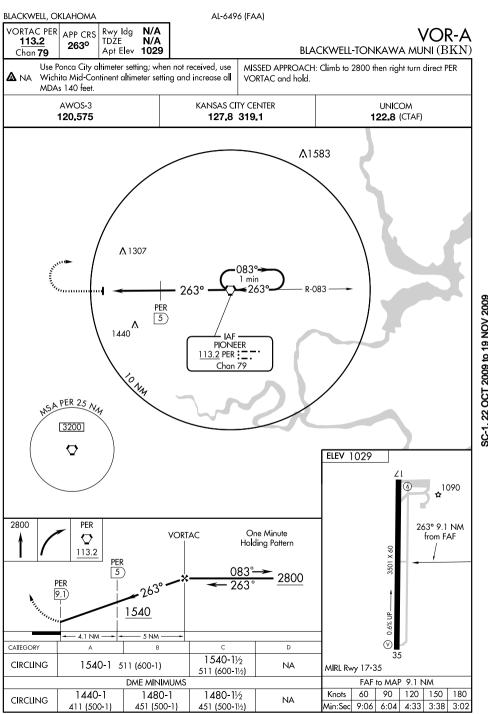


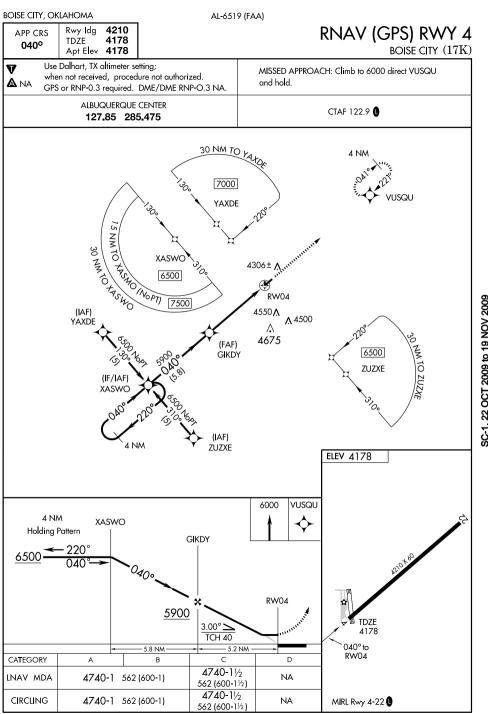


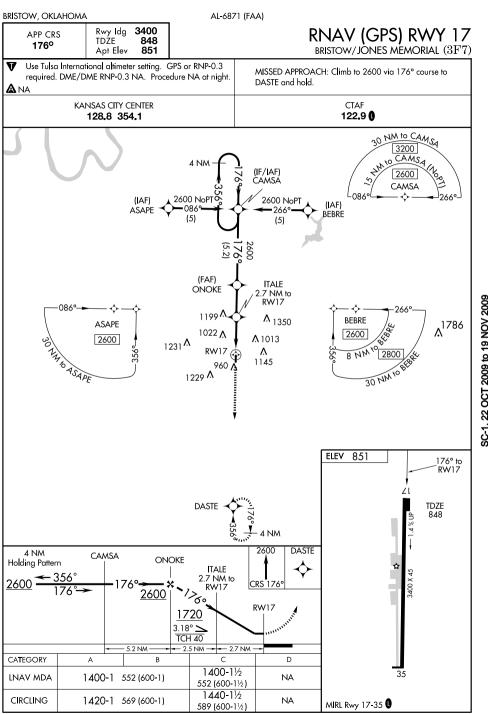


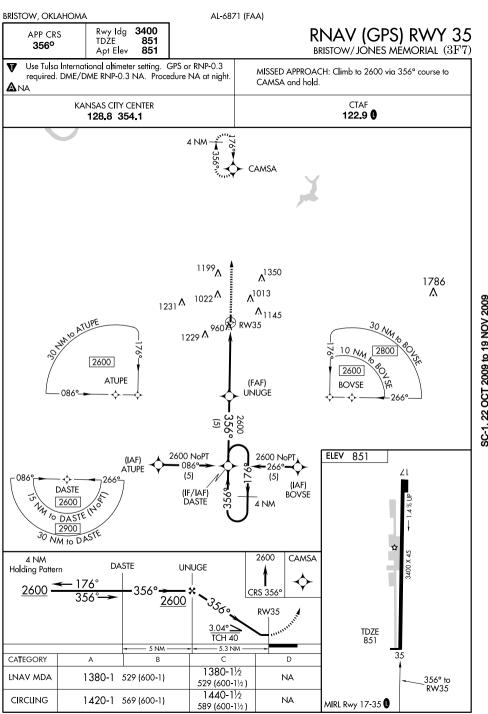


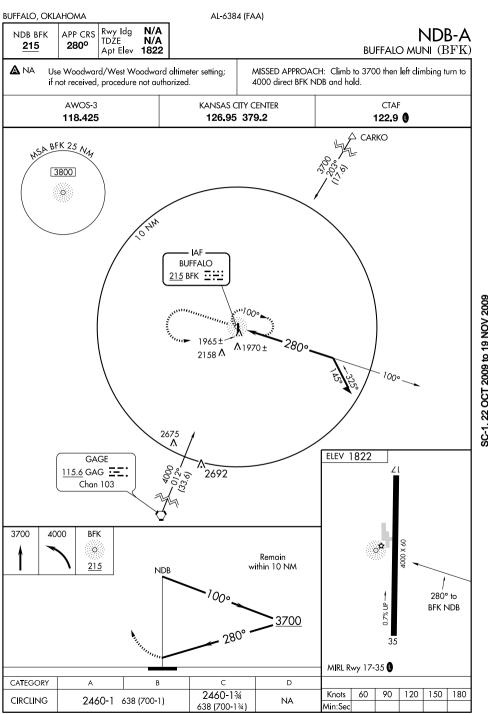


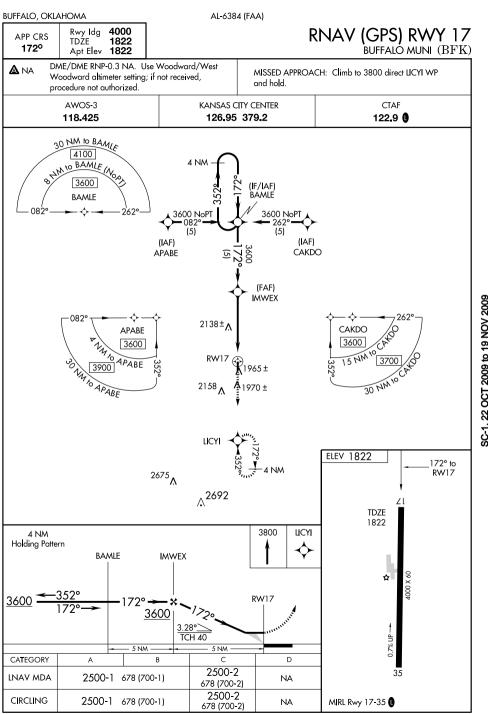


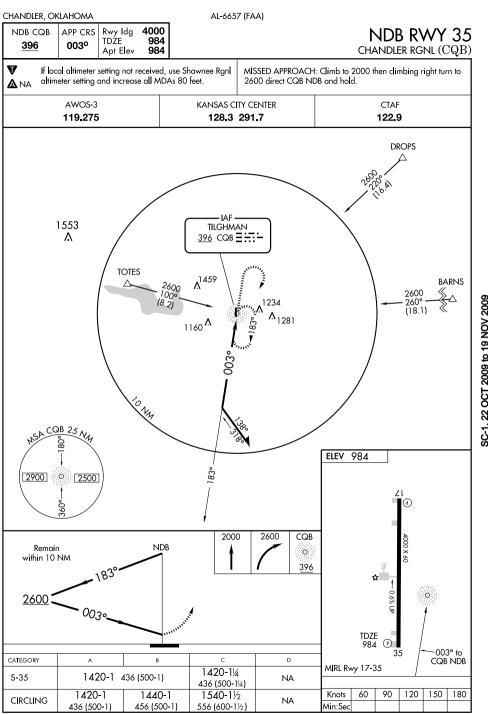


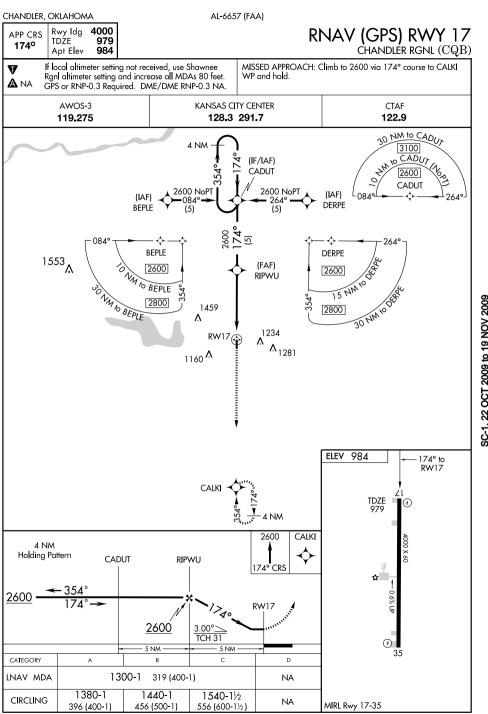




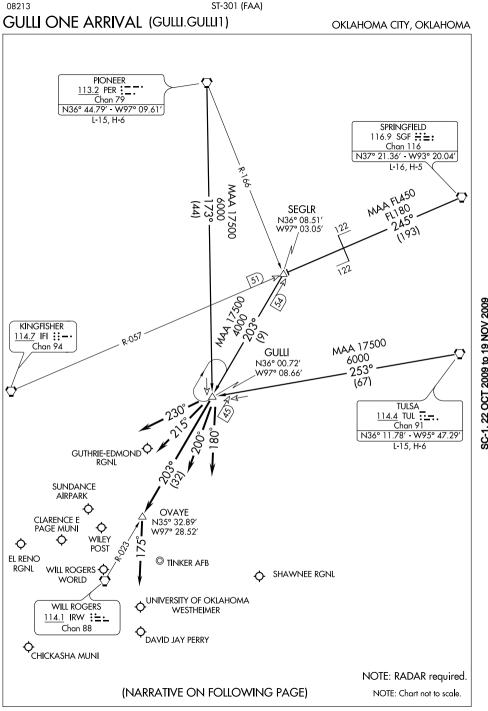








CHANDLER, OKLAHOMA AL-6657 (FAA) Rwy Idg 4000 RNAV (GPS) RWY 35 APP CRS TDŹE 984 354° CHANDLER RGNL (CQB) Apt Elev 984 If local altimeter setting not received, use Shawnee Rgnl V altimeter setting and increase all DAs/MDAs 80 feet. MISSED APPROACH: Climb to 2600 via 354° course to GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA CADUT WP and hold. **A** NA BARO-VNAV NA below -16°C (4°F). BARO VNAV and VDP NA with Shawnee Ranl altimeter setting. AWOS-3 KANSAS CITY CENTER CTAF 119.275 128.3 291.7 122.9 4 NM CADUT 30 NM to Epage 1459 HM to FEDAL 1234 SC-1 22 OCT 2009 to 19 NOV 2009 Λ<sub>Λ1281</sub> 1160 1 **RW35** 2600 2600 FEDAL **EPASE** (FAF) 084 ÜBIRY 264° 2600 NoPT 2600 354 (5) 2600 NoPT 084° (5) 264° (5) (IAF) (IAF) 1,1655 **FEDAL EPASE** 084 2649 (IF/IAF) CALK CALKI 2600 ELEV 984 1/1/10 CALKI 3000 30 NM to CALKI 2600 CADUT 4 NM Holding Pattern 354° CRS **UBIRY** CALKI \*1.1 NM to RW35 **-** 354° 2600 **RW35** 2600 VGSI and descent GS 3.00° \* LNAV only TCH 30 angles not coincident 3.8 NM 5 NM -CATEGORY С В D P **TDZE** GLS PA DA NA 984 LNAV/ DA 1300-11/4 316 (400-11/4) NA VNAV 1300-1 LNAV MDA 316 (400-1) NA 354° to **RW35** 1380-11/4 1440-11/4 1540-11/2 NA CIRCLING MIRL Rwy 17-35 396 (400-11/4) 456 (500-11/4) 556 (600-1½)



# ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GUILINT Thence

SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . . TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to

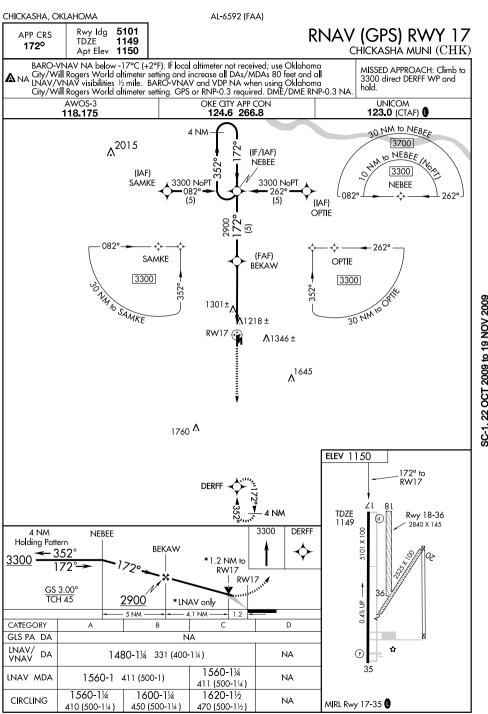
### ALL AIRCRAFT LANDING NORTH:

GULLINT. Thence . . . .

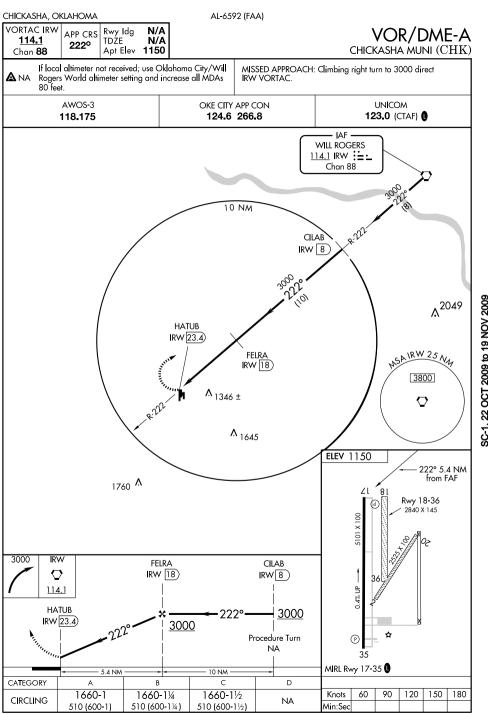
- .... For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.
- . . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.
- .... For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

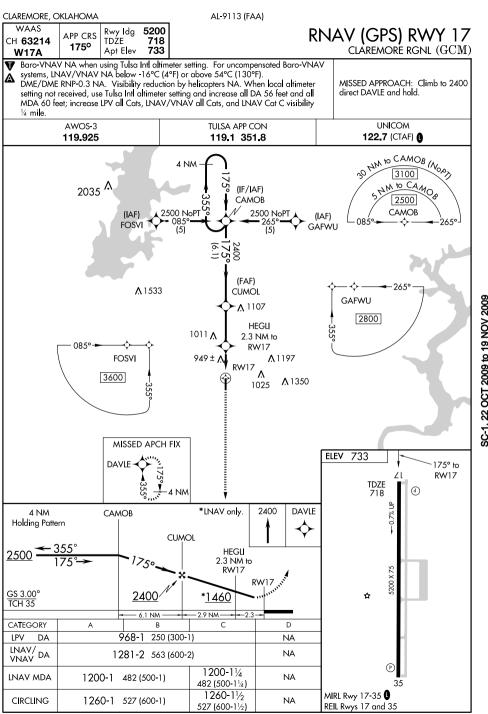
### ALL AIRCRAFT LANDING SOUTH:

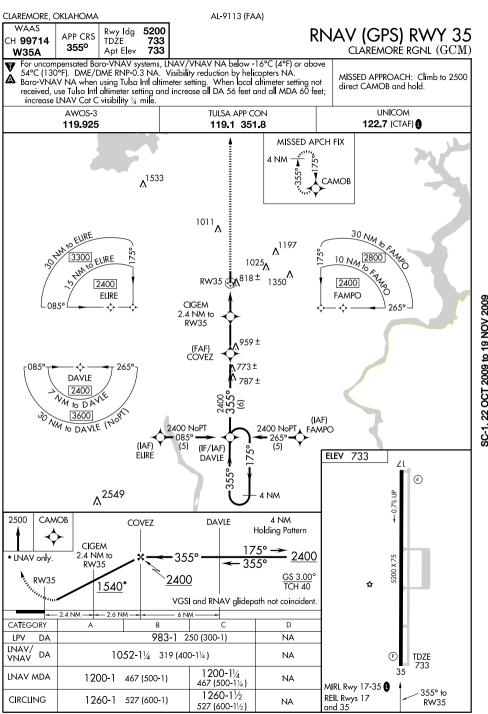
- .... For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.
- . . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.
- .... For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final
- approach course.

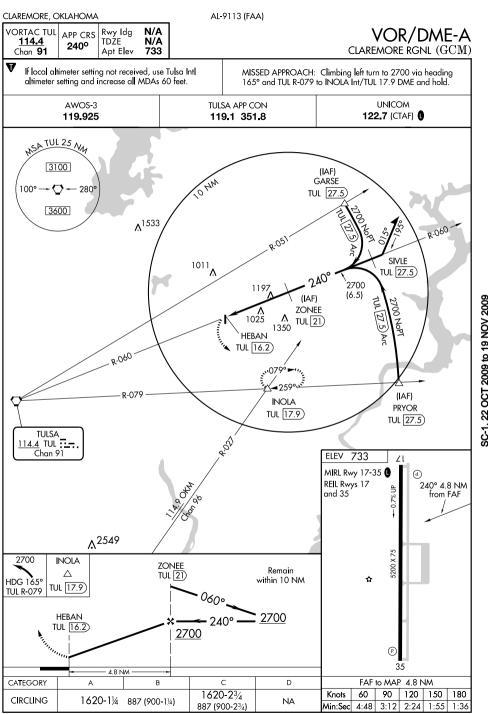


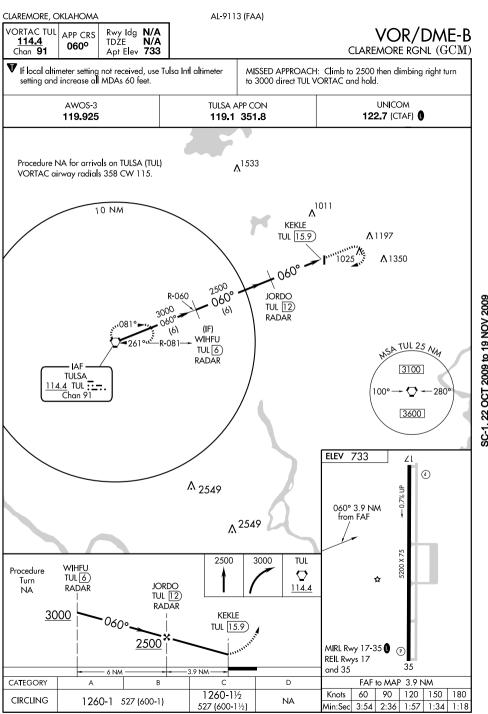
CHICKASHA, OKLAHOMA AL-6592 (FAA) 5101 Rwy Idg RNAV (GPS) RWY 35 APP CRS 1138 TDŹE 352° CHICKASHA MUNI (CHK) Apt Elev 1150 Baro-VNAV NA below -17°C (1°F). If local altimeter not received; use Oklahoma MISSED APPROACH: Climb **A**NA City/Will Rogers World altimeter setting and increase all DAs/MDAs 80 feet. to 3300 direct NEBEE WP Baro-VNAV and VDP NA when using Oklahoma City/Will Rogers World and hold. altimeter setting, GPS or RNP-0.3 required, DME/DME RNP-0.3 NA. AWOS-3 OKE CITY APP CON UNICOM 118,175 124.6 266.8 123.0 (CTAF) 0 MISSED APCH FIX 4 NM NEBEE 30 MA TO MISUE ۸<sup>1346 ±</sup> RW35 30 NM to 40 8 3600 1645 3300 3300 1391± (FAF) NISUE JAPAD SC-1 22 OCT 2009 to 19 NOV 2009 UHUŻE 0829 -262° (IAF) 3300 NoPT 3300 NoPT 1964 (IAF) 082 NISUE JAPAD (5) (IF/IAF) (5)DERFF 082 262 DERFF ON NO DERFF 3300 **ELEV 1150** 4000 30 NM to DERFF Ζl 81 Rwy 18-36 NEBEE 3300 2840 X 145 4 NM DERFF 5101 X 100 \*LNAV only Holding Pattern UHUZE \*1.3 NM to RW35 RW35 GS 3.00° 0.4% UP TCH 44 2800 3.7 NM 5 NM CATEGORY В С D Α GLS PA DA NA TDZE (P) LNAV/ DA 1440-1 302 (300-1) NA 35 VNAV 1580-11/4 352° to NA LNAV MDA 1580-1 442 (500-1) 442 (500-11/4) **RW35** 1580-1 1600-1 1620-11/2 CIRCLING NA MIRL Rwy 17-35 0 450 (500-1) 430 (500-1) 470 (500-11/2)

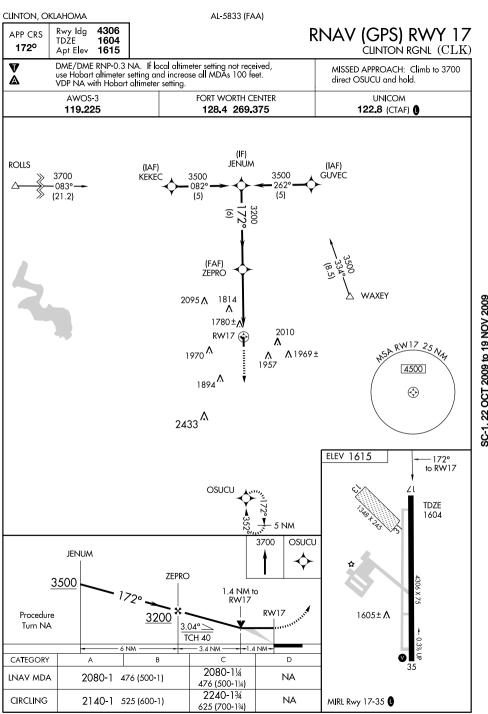


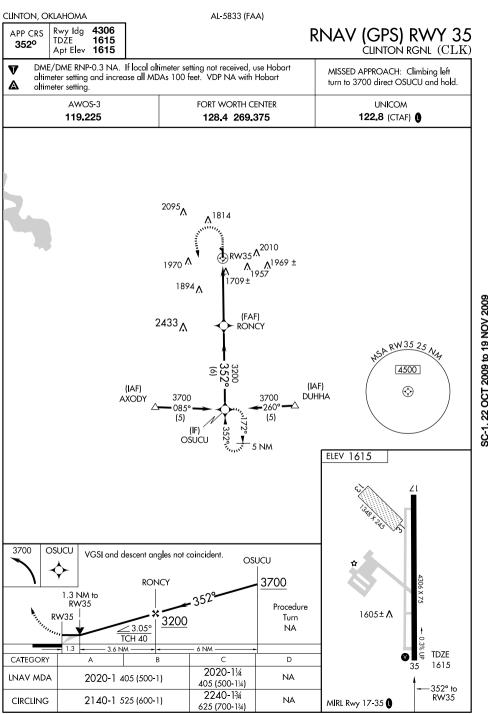


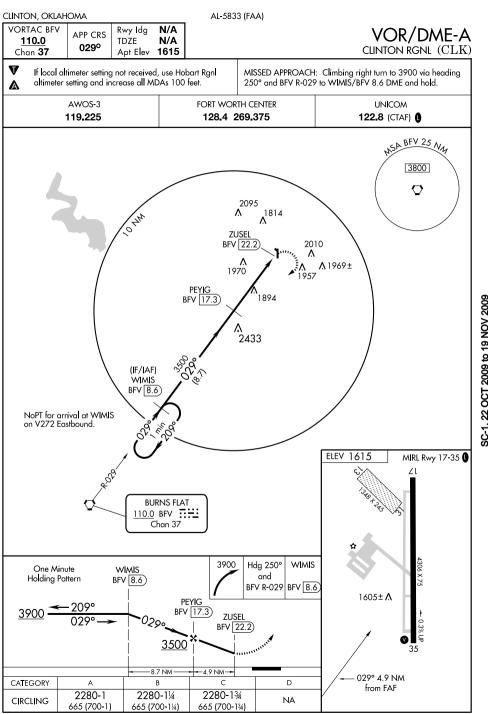


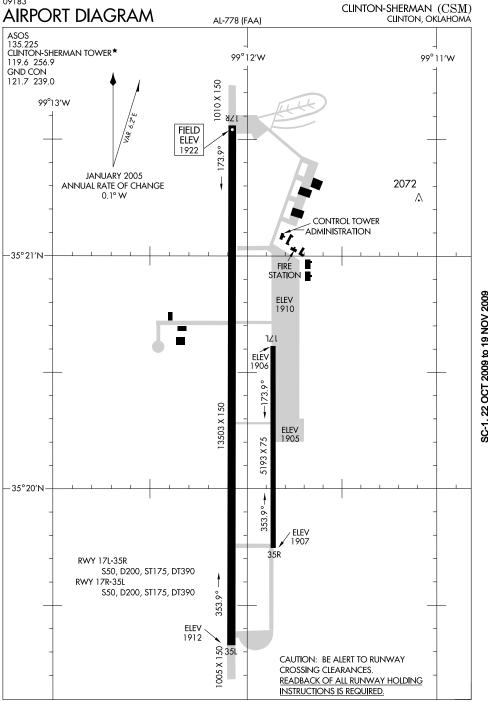


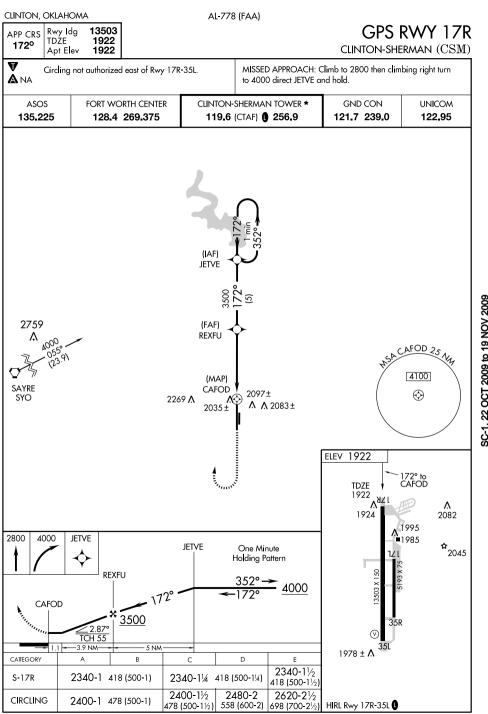


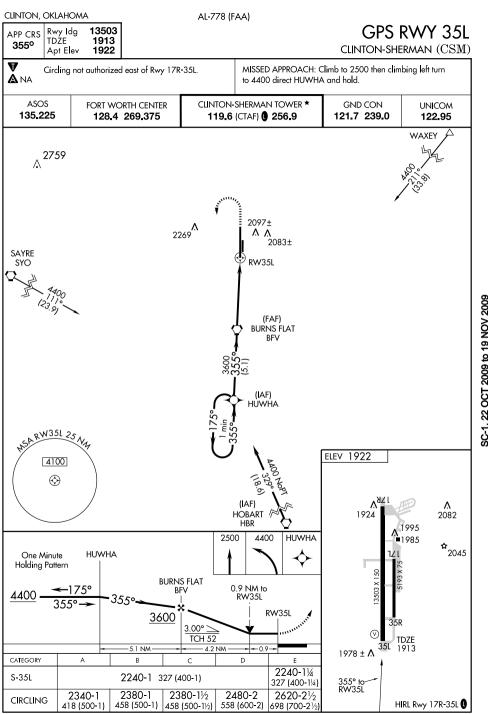


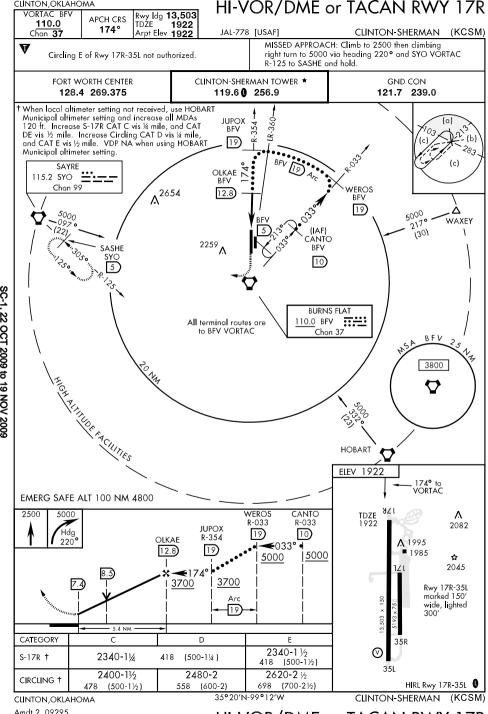


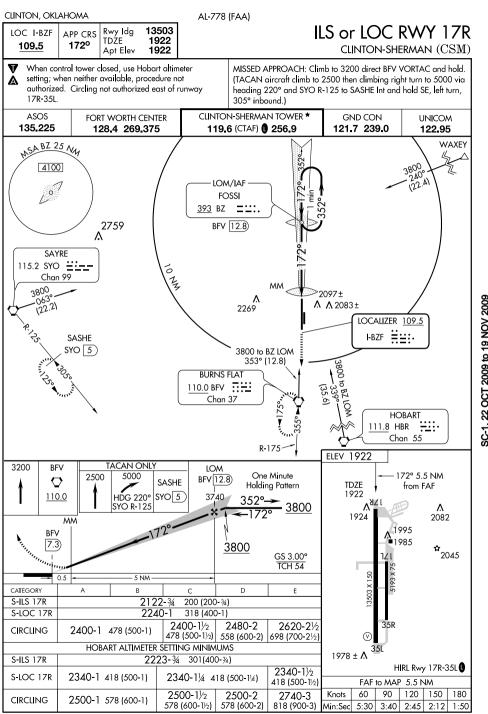


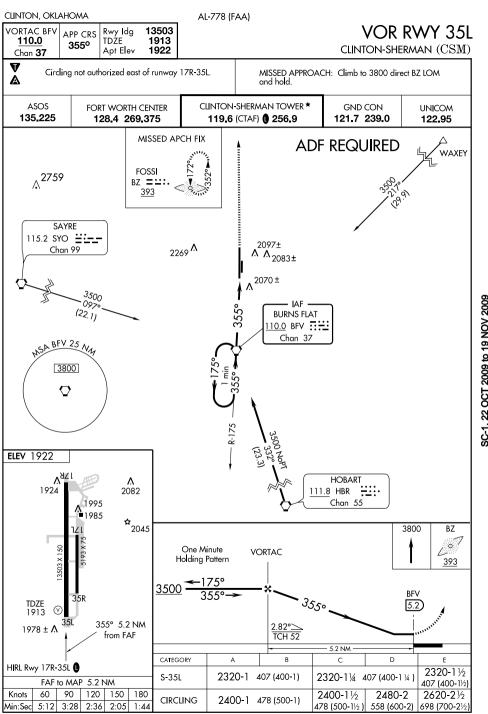


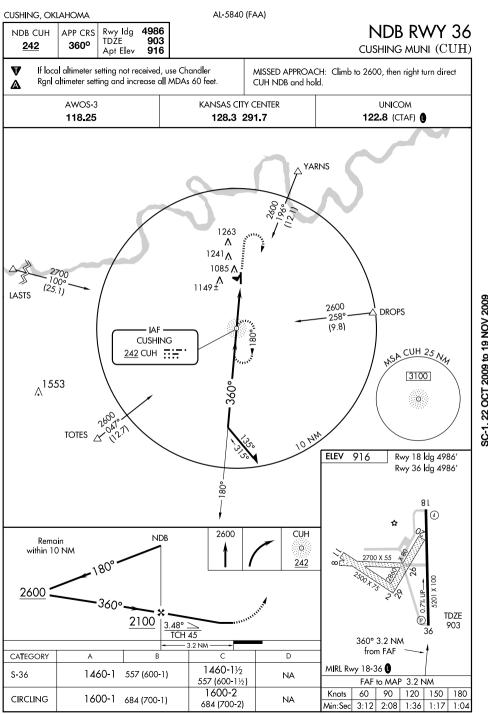


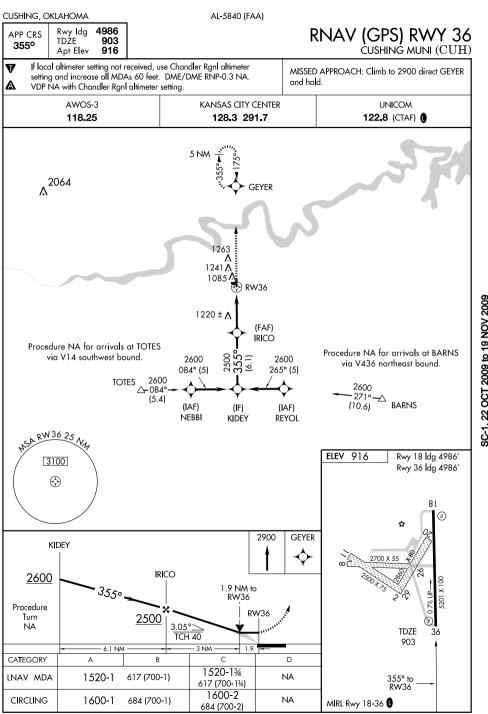


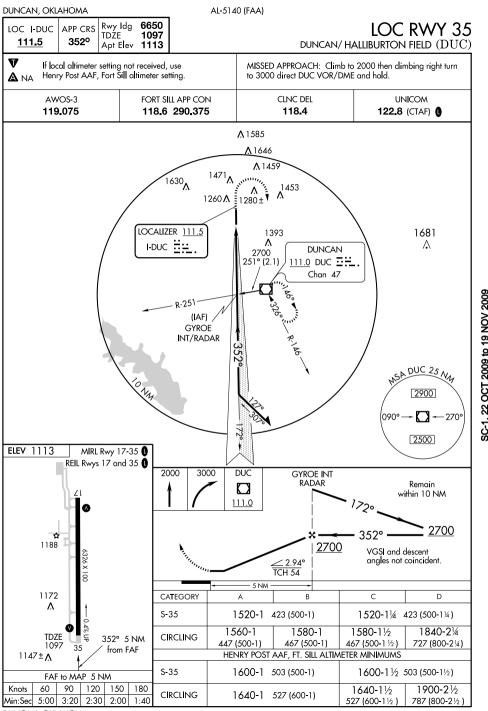


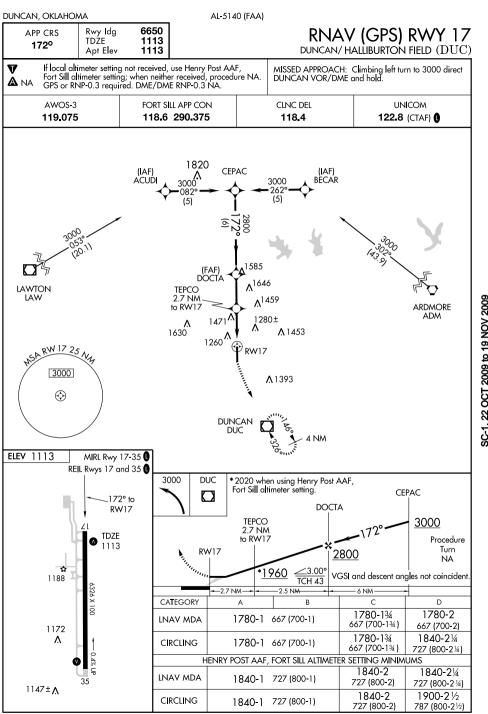


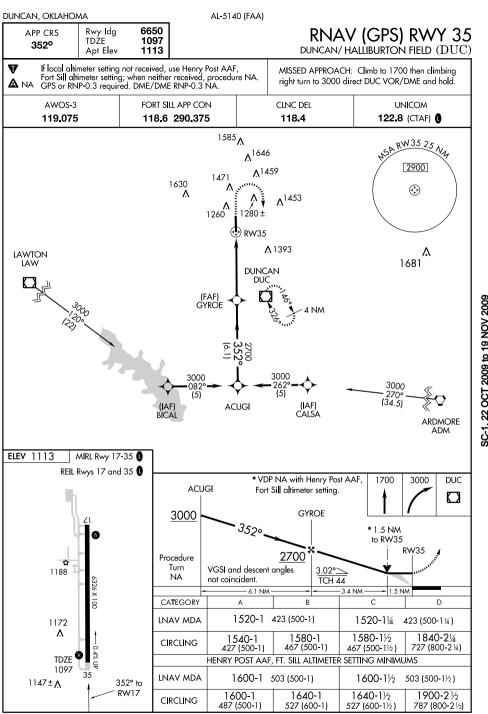


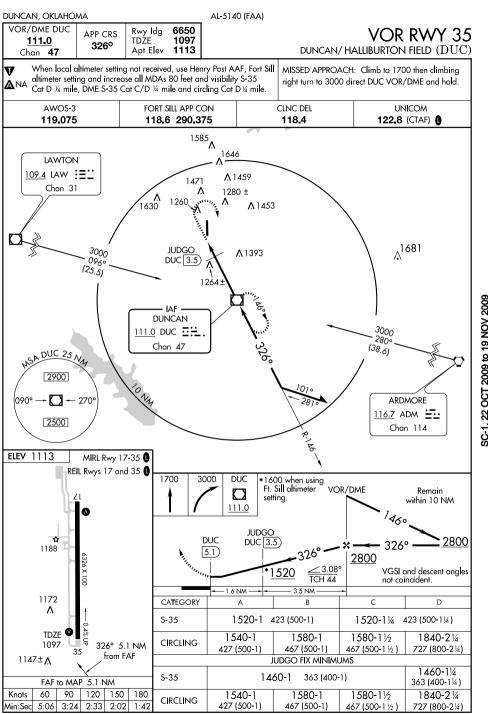


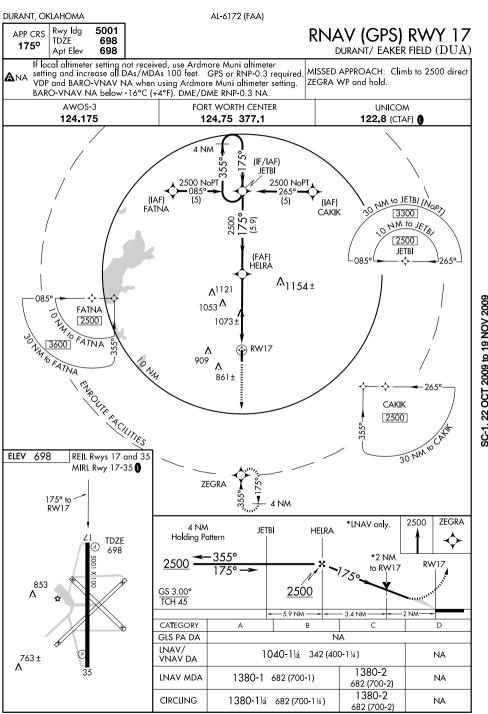


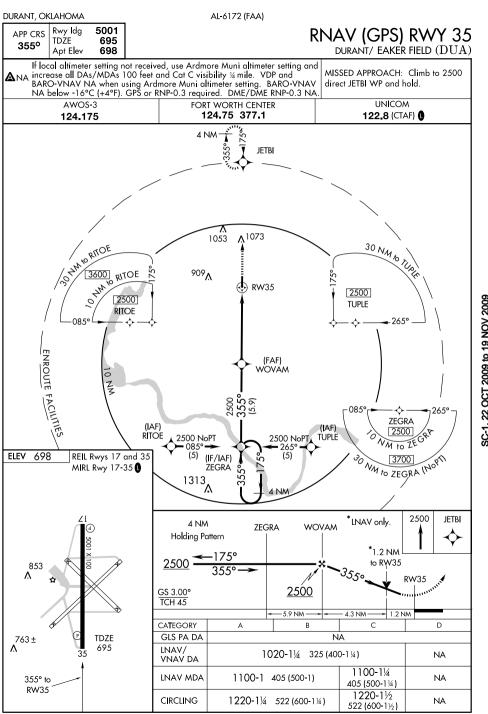






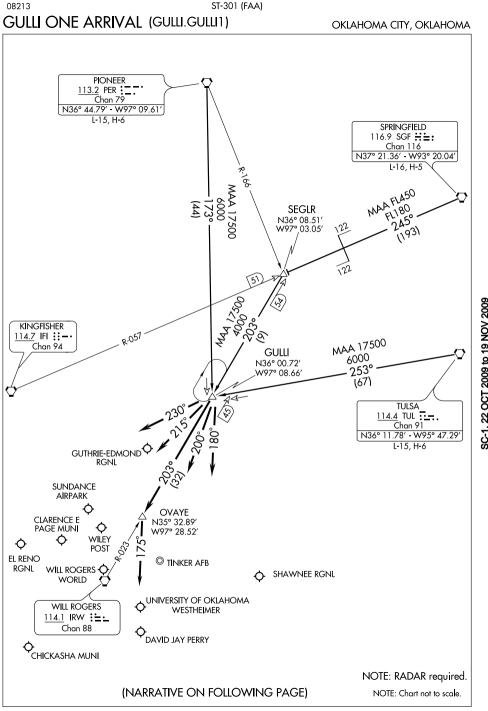






DURANT, OKLAHOMA AL-6172 (FAA) VOR/DME URH Rwy Ida 5001 VOR/DME RWY 17 APP CRS 114.3 TDŹE 698 164° DURANT/ EAKER FIELD (DUA) Apt Elev Chan 90 698 If local altimeter setting not received, use Ardmore MISSED APPROACH: Climbing right turn to 2500 ANA Muni altimeter setting and increase all MDAs 100 feet. in URH VOR/DME holding pattern. VDP NA when using Ardmore Muni altimeter setting. FORT WORTH CENTER AWOS-3 UNICOM 124,175 124.75 377.1 122.8 (CTAF) 0 Λ 1269 SA URH 25 NA 3600 (IAF) NANDE URH [10] ARDMORE 116.7 ADM :--**KALVE** 1121**^** URH 5 1053 **∧**1073 SC-1 22 OCT 2009 to 19 NOV 2009 ACARA URH 0.3) TEXOMA 114.3 URH :=: 861± \_ Chan 90 ELEV 698 -164° to VOR/DME BONHAM **TDZE** 114.6 BYP =::-698 Chan 93 2500 URH NANDE One Minute 853 URH [10] Holding Pattern ۸ KALVE 114.3 URH 5 URH 2.3) **ACARA** URH (0.3) 2200 763 ± 2.93°> TCH 45 - 5 NM -2.7 NM ----2 NM-CATEGORY C D Α 1380-2 S-17 1380-1 682 (700-1) NA 682 (700-2) REIL Rwys 17 and 35 1380-2 CIRCLING MIRL Rwy 17-35 0 1380-1 682 (700-1) NA 682 (700-2)

DURANT, OKLAHOMA AL-6172 (FAA) VOR/DME URH Rwy Ida 5001 VOR/DME RWY 35 APP CRS 114.3 TDŹE 695 004° DURANT/ EAKER FIELD (DUA) Apt Elev Chan 90 698 If local altimeter setting not received, use Ardmore MISSED APPROACH: Climb to 2500 in URH VOR/DME ANA Muni altimeter setting and increase all MDAs 100 feet. holding pattern. VDP NA when using Ardmore Muni altimeter setting. FORT WORTH CENTER UNICOM AWOS-3 124.175 124.75 377.1 122.8 (CTAF) ( NSA URH 25 NA 3600 1121 ۸<sup>1053</sup> TEXOMA **Λ**1073 114.3 URH := Chan 90 Λ<sup>909</sup> 861± SC-1 22 OCT 2009 to 19 NOV 2009 BATCA URH 0.6 COSUM URH 5 (IAF) HANOM URH 10 ELEV 698 REIL Rwys 17 and 35 MIRL Rwy 17-35 1 BONHAM <u>114.6</u> BYP <u>₹:</u> Chan 93 2500 URH 853 HANOM One Minute ۸ URH [10] Holding Pattern COSUM 114.3 URH 5 URH 1.6) **BATCA** URH (0.6) TDZE 763 ± 2200 695 3.10° TCH 45 004° to -3.4 NM -- 1 NM 5 NM VOR/DME CATEGORY В D Α S-35 1060-1 365 (400-1) NA 1160-11/2 **CIRCLING** 1160-1 462 (500-1) NA 462 (500-11/2)



### ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GUILINT Thence

SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . . TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to

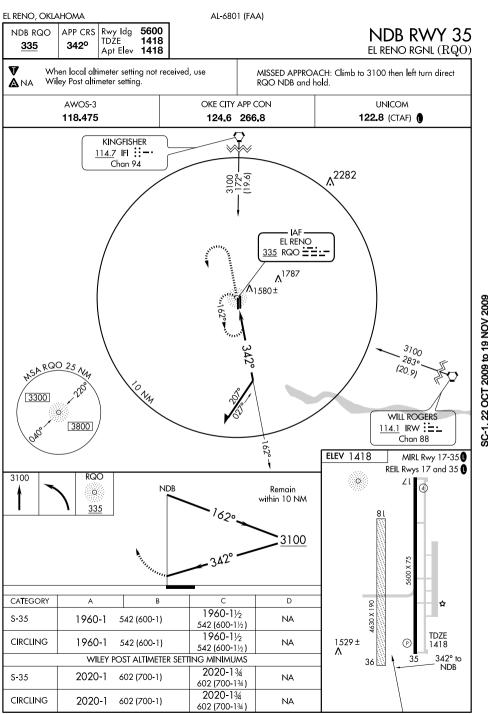
### ALL AIRCRAFT LANDING NORTH:

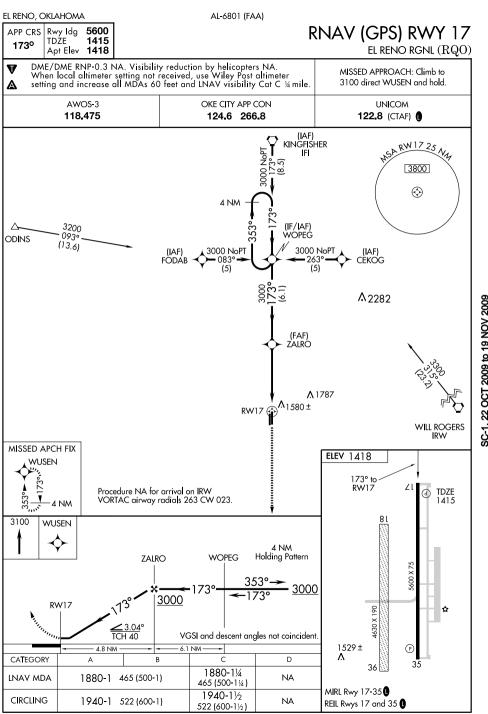
GULLINT. Thence . . . .

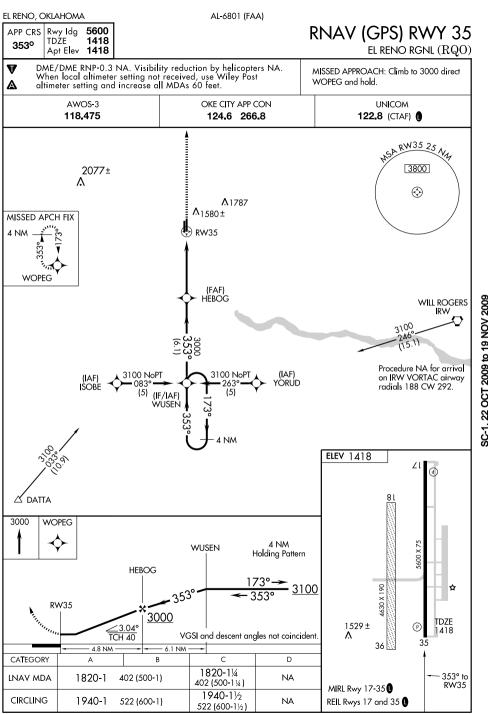
- .... For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.
- . . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.
- .... For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

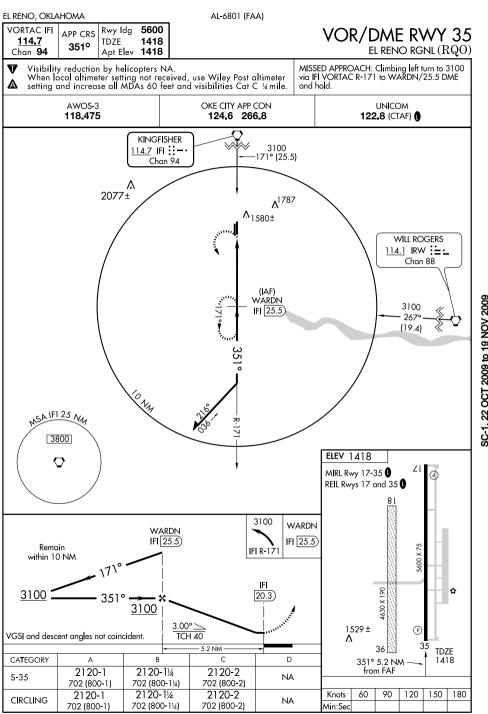
## ALL AIRCRAFT LANDING SOUTH:

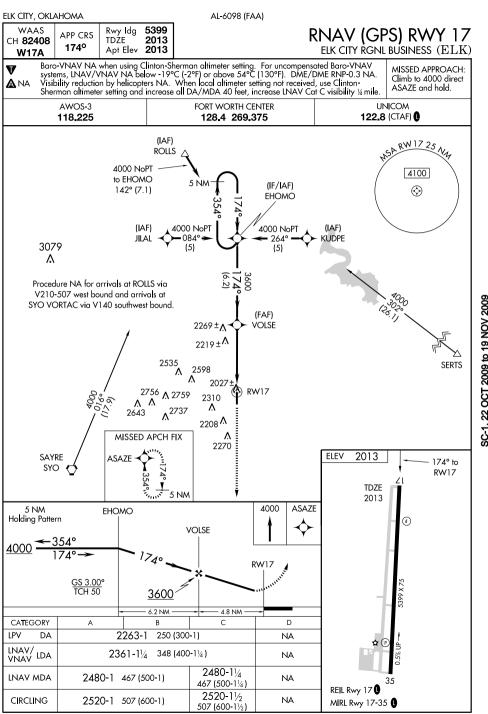
- .... For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.
- . . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.
- .... For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final approach course.



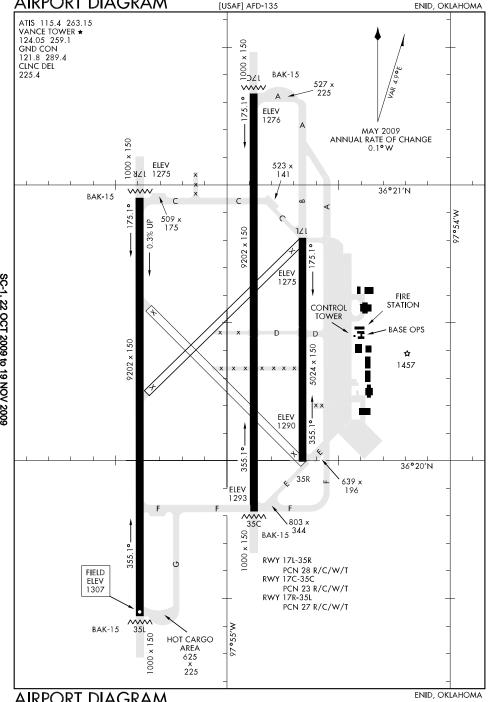


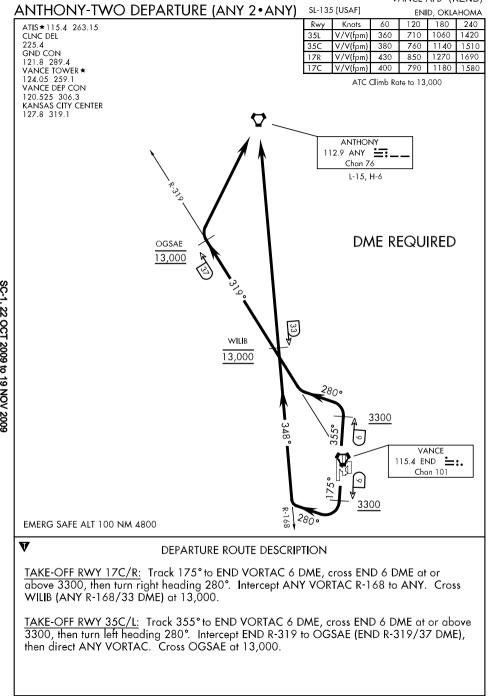


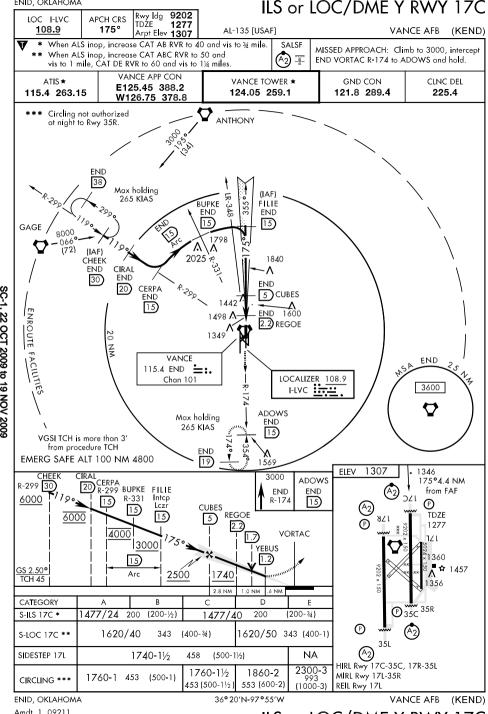


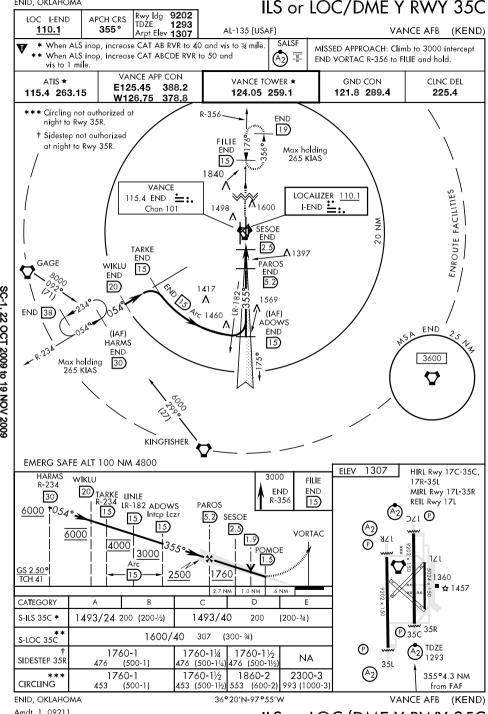


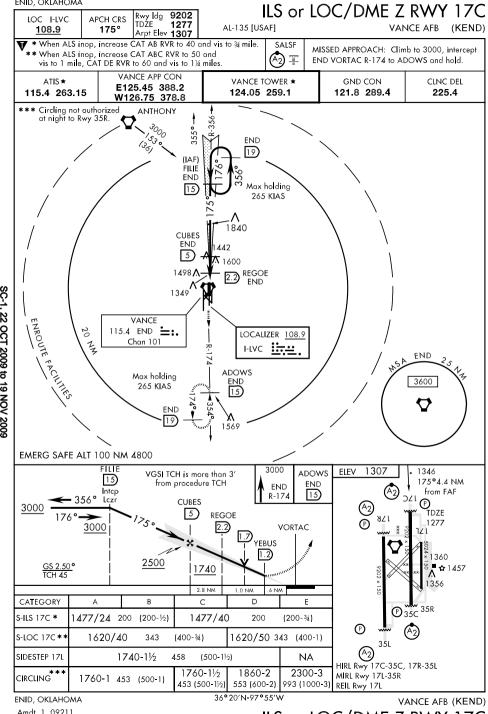
ELK CITY, OKLAHOMA AL-6098 (FAA) WAAS Rwy Idg 5399 RNAV (GPS) RWY 35 APP CRS CH 53508 TDŹE 1984 354° ELK CITY RGNL BUSINESS (ELK) Apt Elev 2013 W35A Baro-VNAV NA when using Clinton-Sherman altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Clinton-Sherman altimeter setting and increase all DA/MDA 77 MISSED APPROACH: Climb to 🛕 NA 4000 direct EHOMO and hold. 40 feet, increase LNAV and circling Cat C visibility ¼ mile. AWOS-3 UNICOM FORT WORTH CENTER 122.8 (CTAF) 0 118.225 128.4 269.375 MISSED APCH FIX **ROLLS** NSA RW 35 25 Ny 5 NM 4100 **( EHOMO** 2535<sub>1</sub> 2598 2759 2643 ^ ^ 2756 ^ 2310 RW35 ۸ 2155±-2737 2208 SC-1 22 OCT 2009 to 19 NOV 2009 Procedure NA for arrivals at SYO 2270 VORTAC via V140 southwest bound. 2330 ± SAYRE (FAF) SYO PETDO SERTS 0004 246° (21 91 4000 NoPT 4000 NoPT (IAF) 0849 4000 2649 IYIBA (5) (5) (IAF) 268° (12.3) **HUGAB ELEV 2013 LEPIY** (IF/IÁF) REIL Rwy 17 🗓 **ASAZE** MIRL Rwy 17-35 0 5 NM 4000 **EHOMO** 5 NM **ASAZE** Holding Pattern **( PETDO RW35** 3600 VGSI and RNAV glidepath not coincident 6.2 NM -4.9 NM D CATEGORY Α В LPV NA DA 2234-1 250 (300-1) LNAV/ DA 2510-2 526 (500-2) NA VNAV **TDZE** 2580-11/2 35 1984 LNAV MDA 2580 - 1596 (600-1) NA 596 (600-11/2) 354° to 2580-11/2 **RW35** NA CIRCLING 2580-1 567 (600-1) 567 (600-11/2)

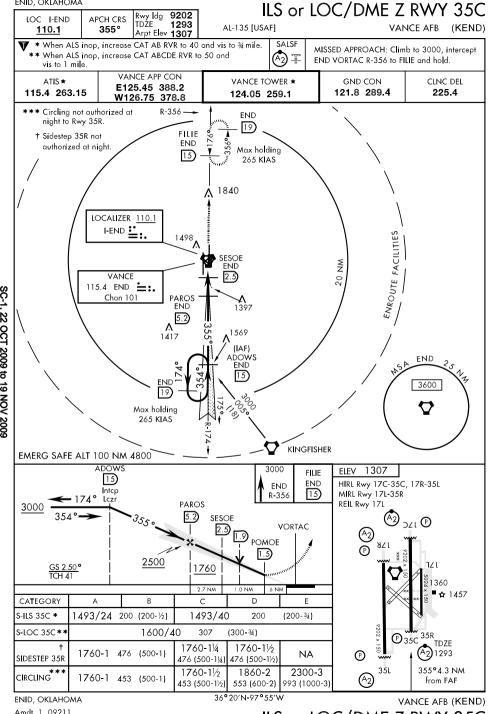


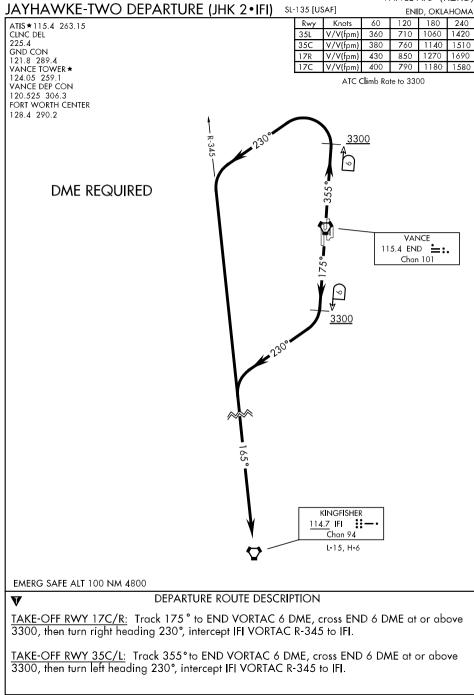


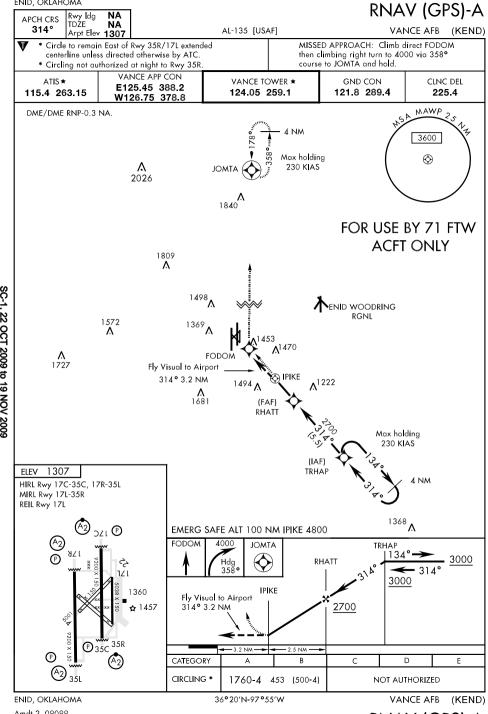


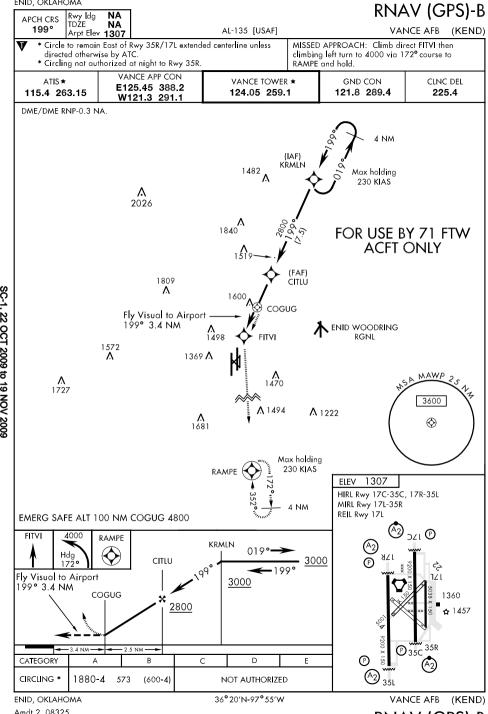


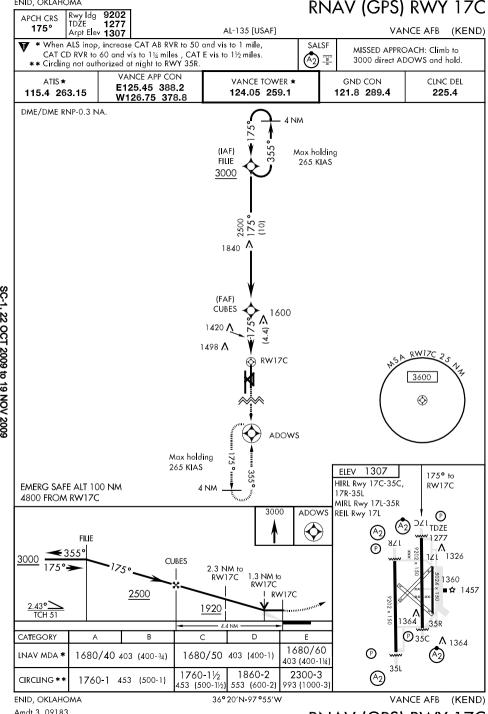


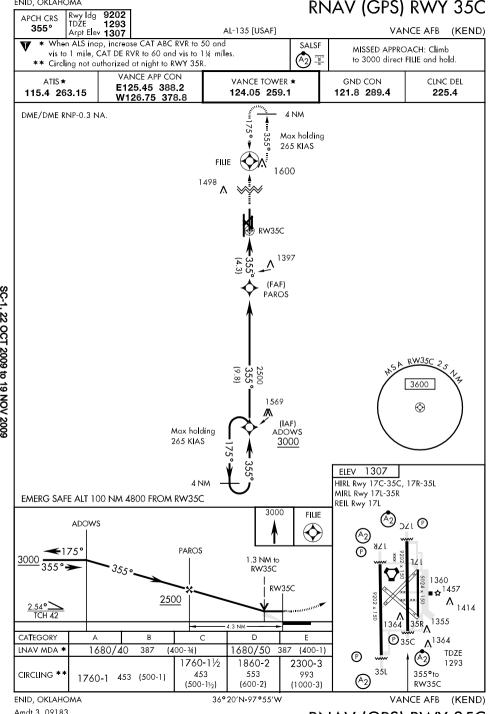


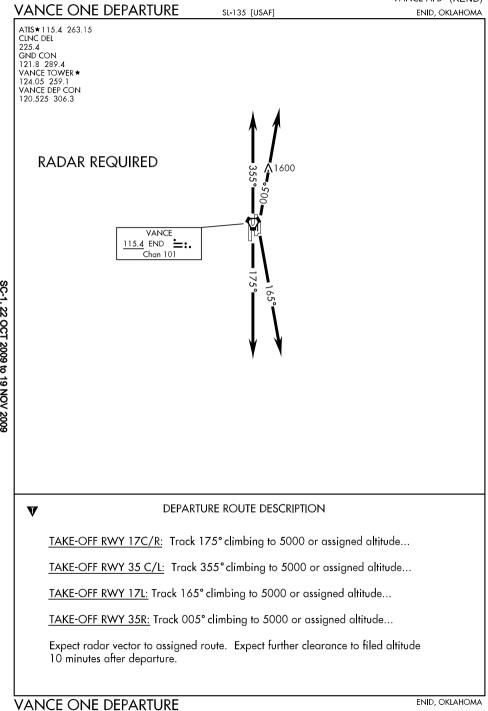


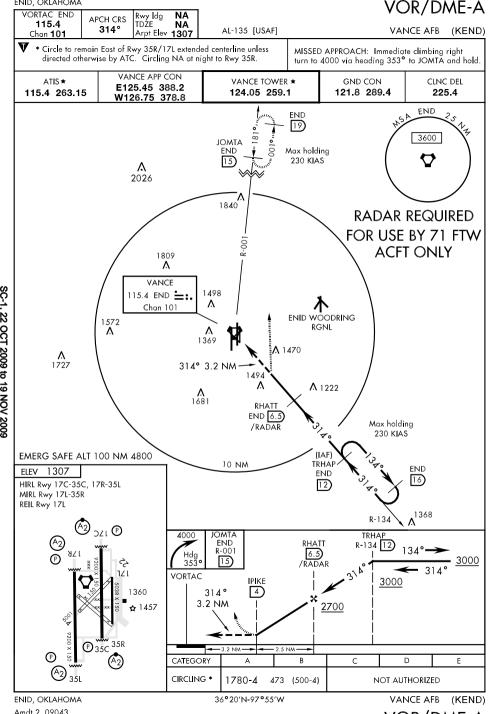


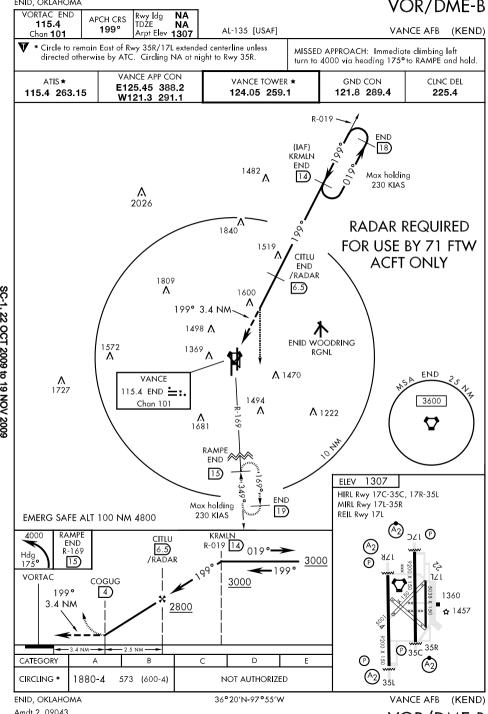


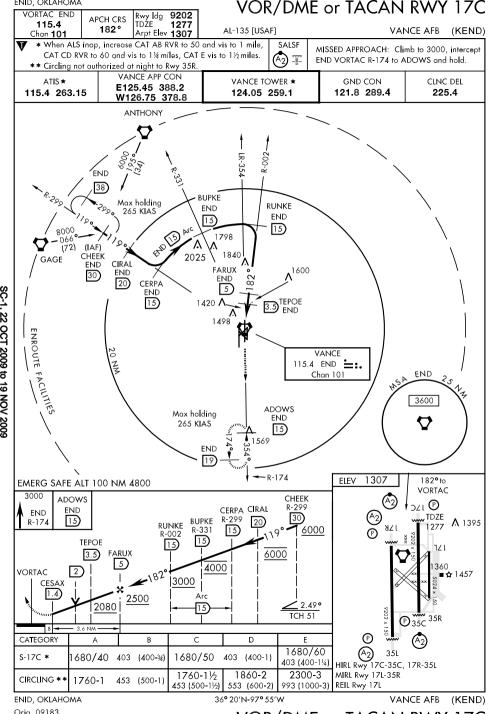


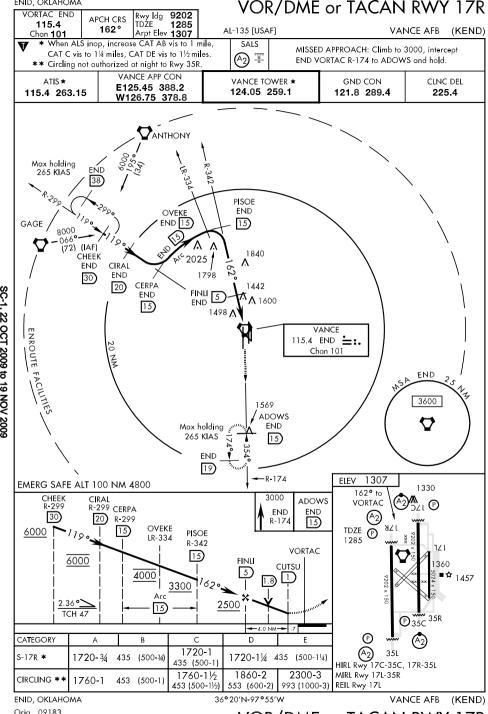


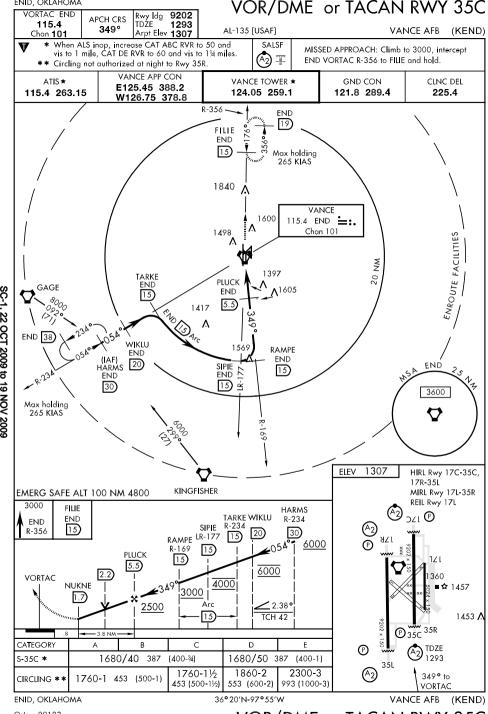


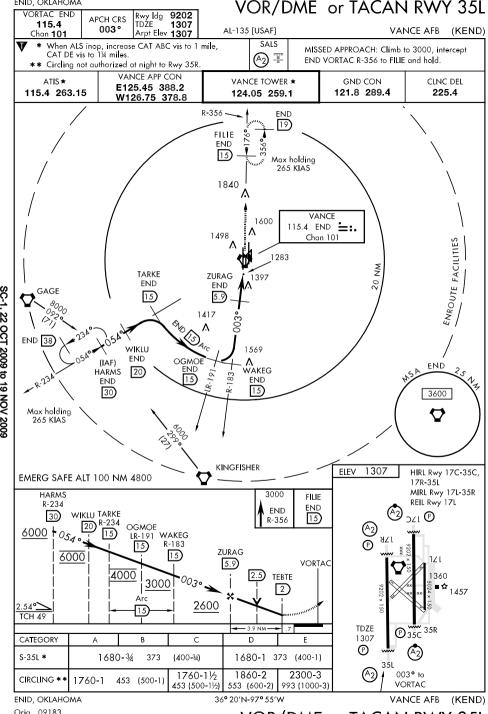


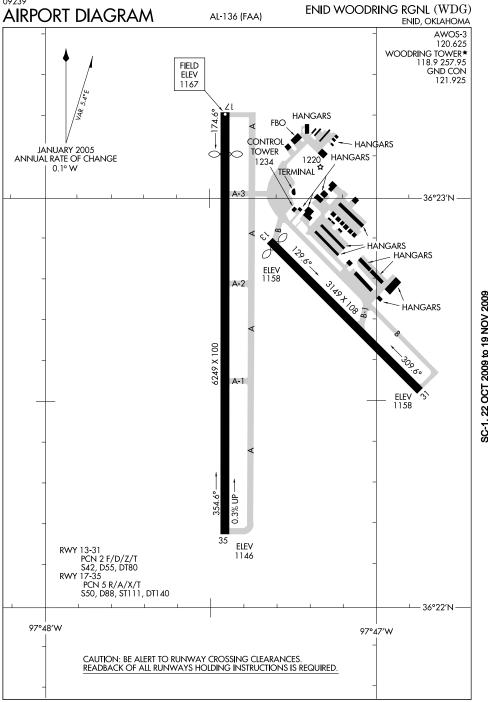


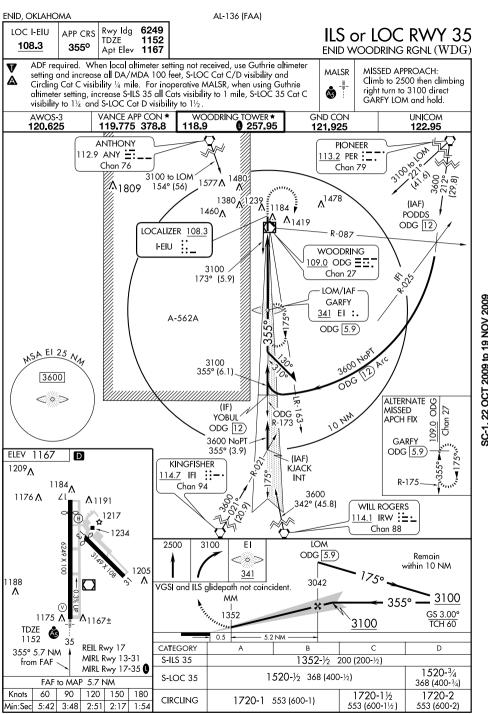






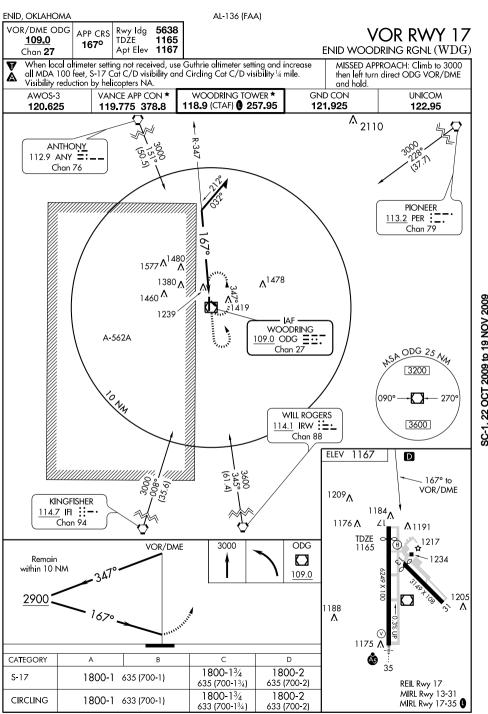


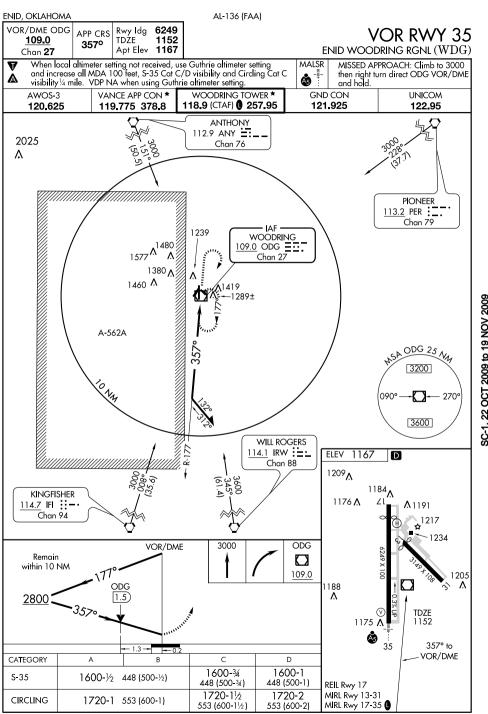


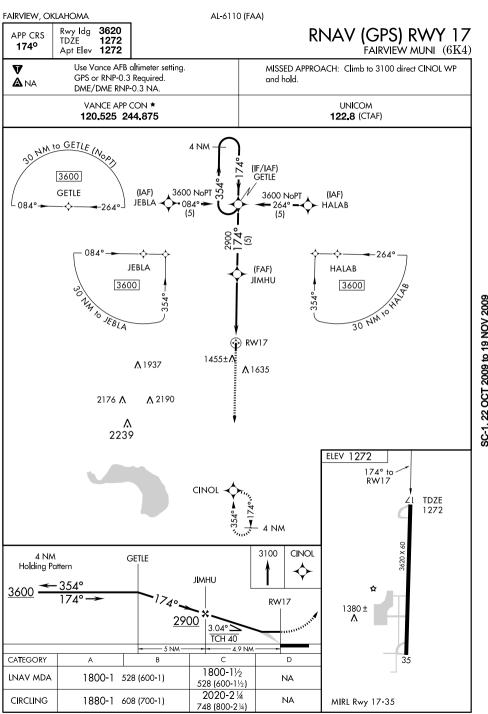


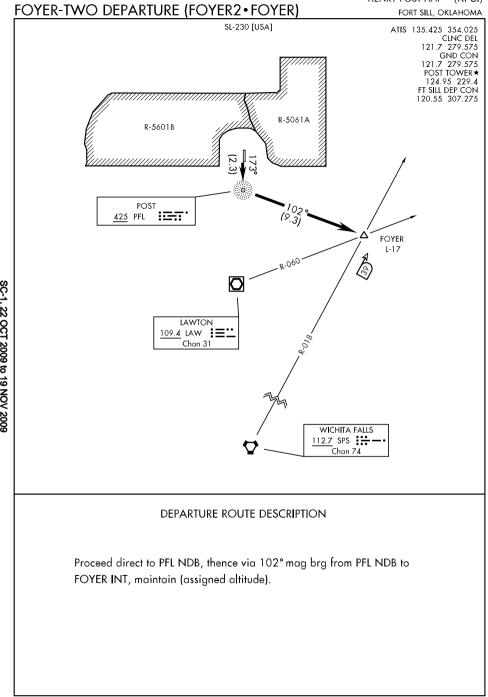
SC-1 22 OCT 2009 to 19 NOV 2009

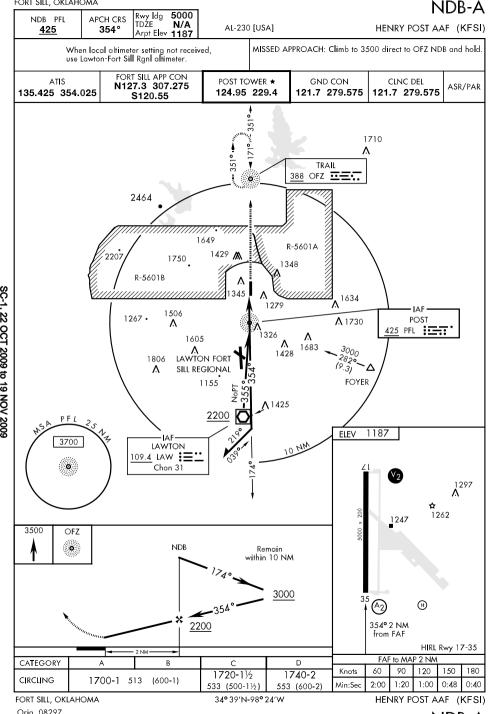
SC-1 22 OCT 2009 to 19 NOV 2009

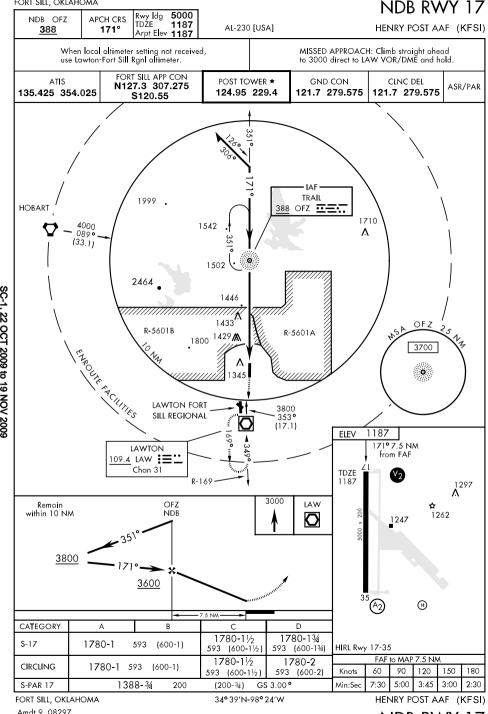


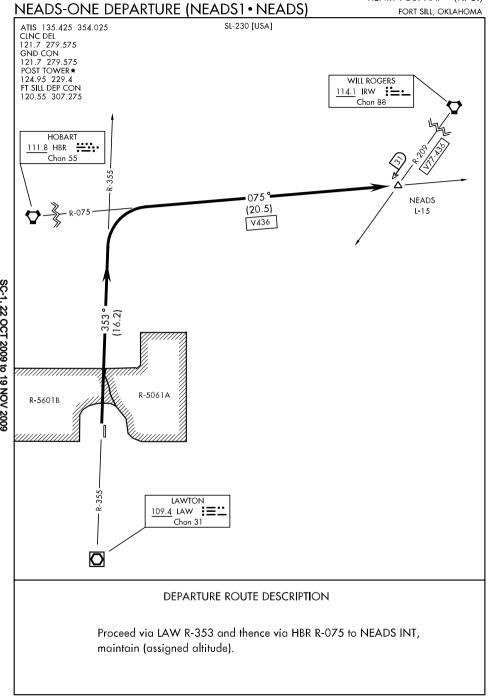


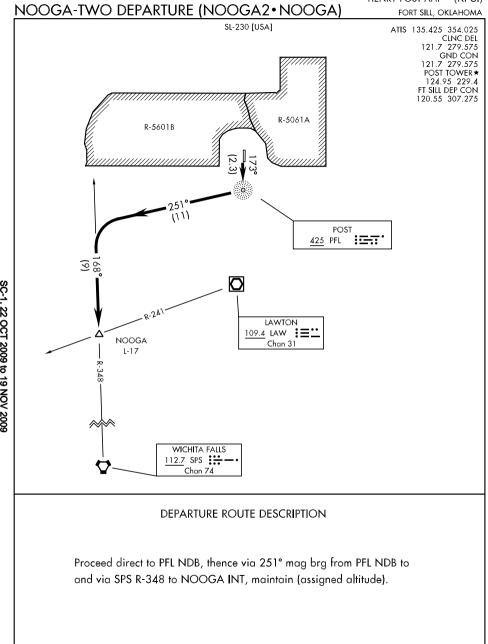


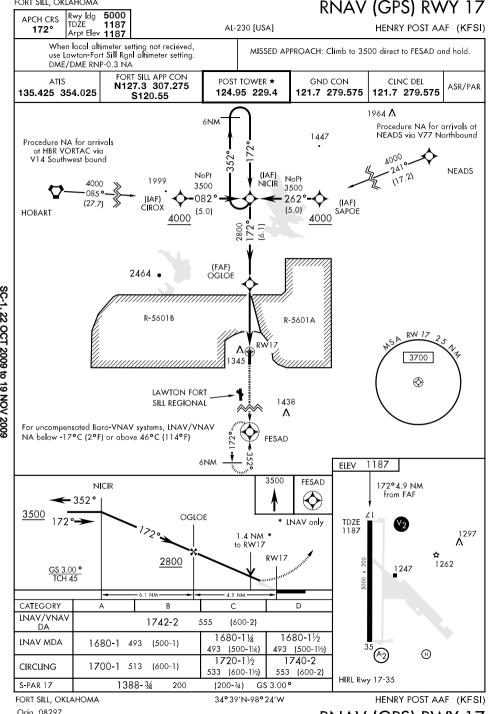


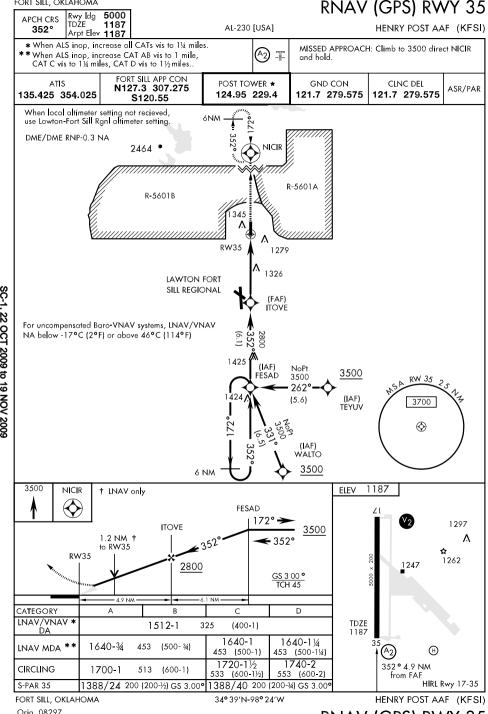


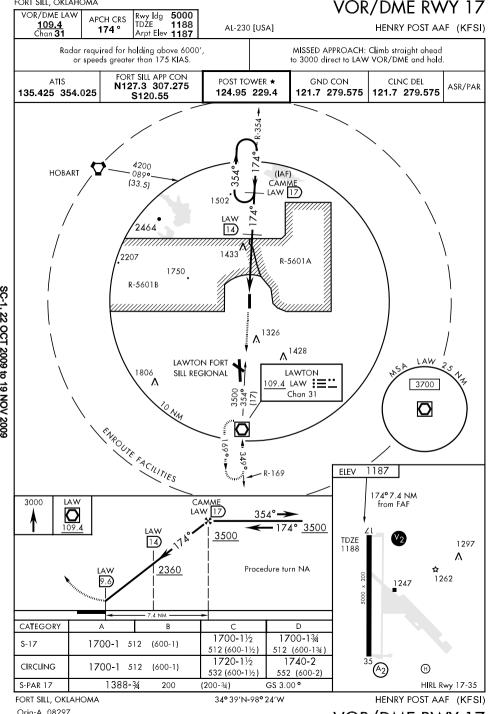


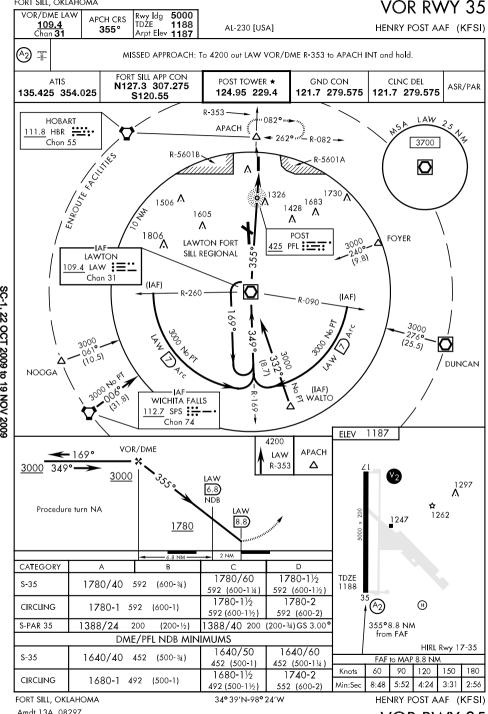


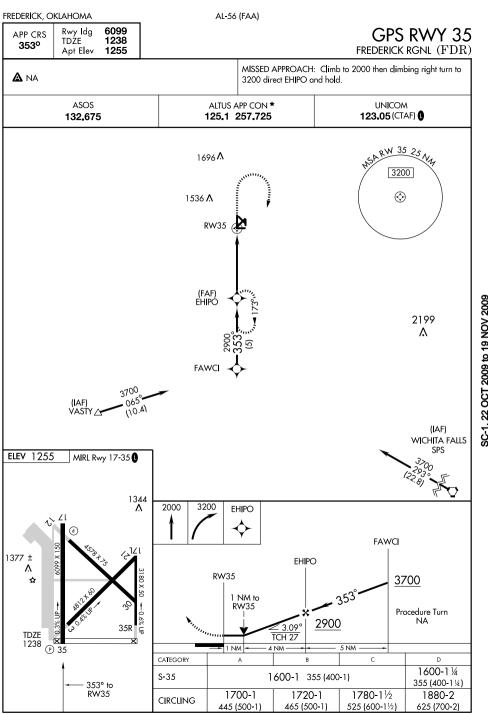


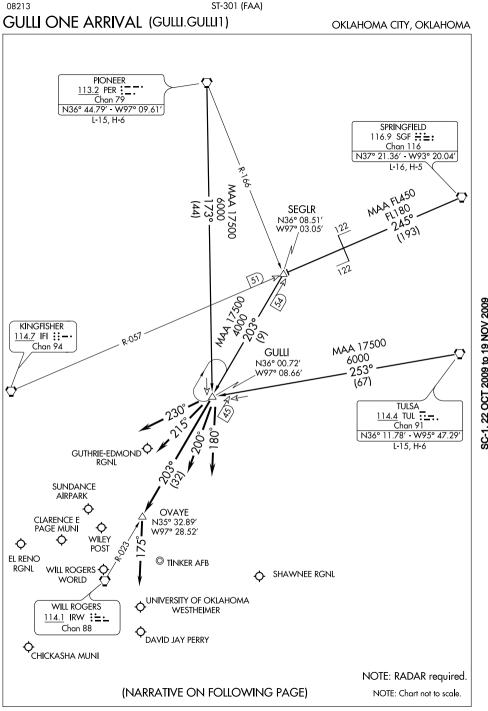












# ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GUILINT Thence

SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . . TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to

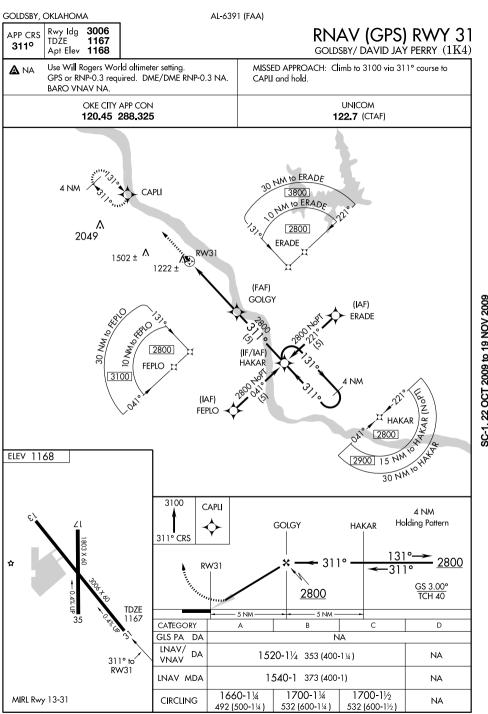
## ALL AIRCRAFT LANDING NORTH:

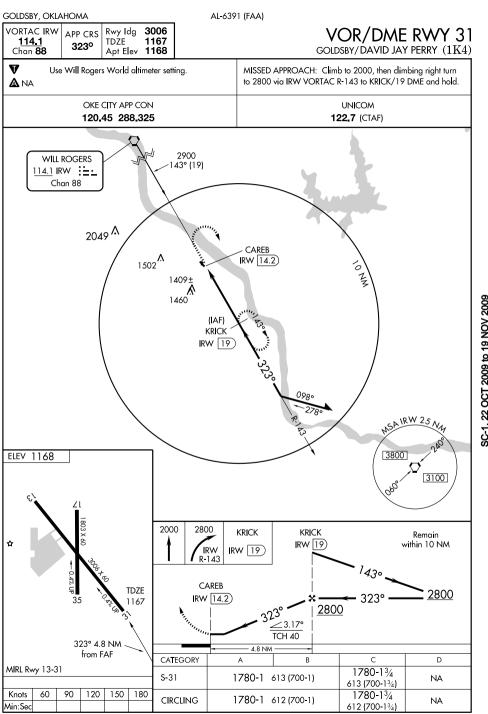
GULLINT. Thence . . . .

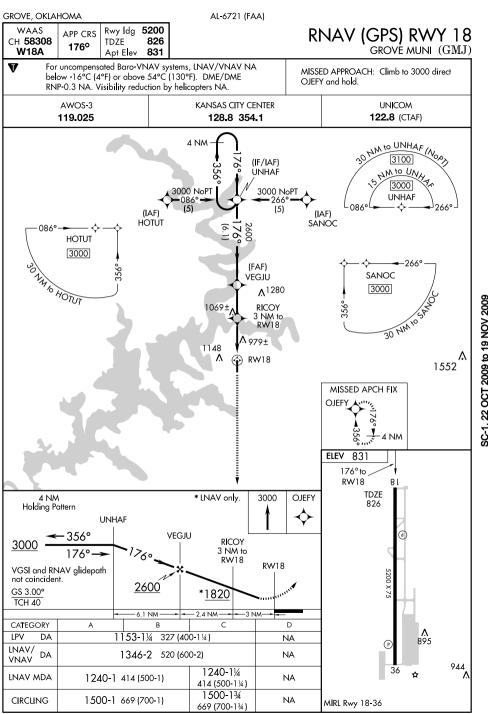
- .... For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.
- . . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.
- .... For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

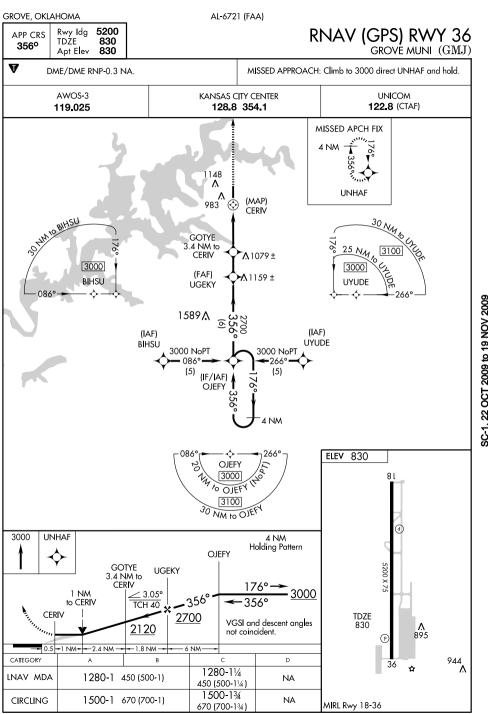
#### ALL AIRCRAFT LANDING SOUTH:

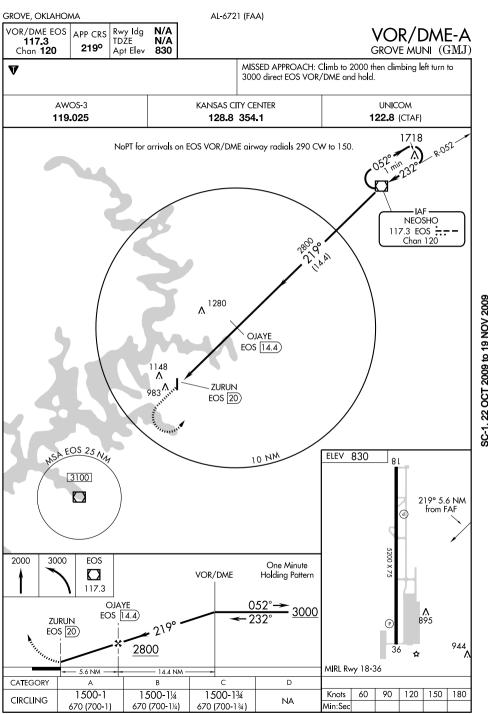
- .... For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.
- . . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.
- .... For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final
- approach course.

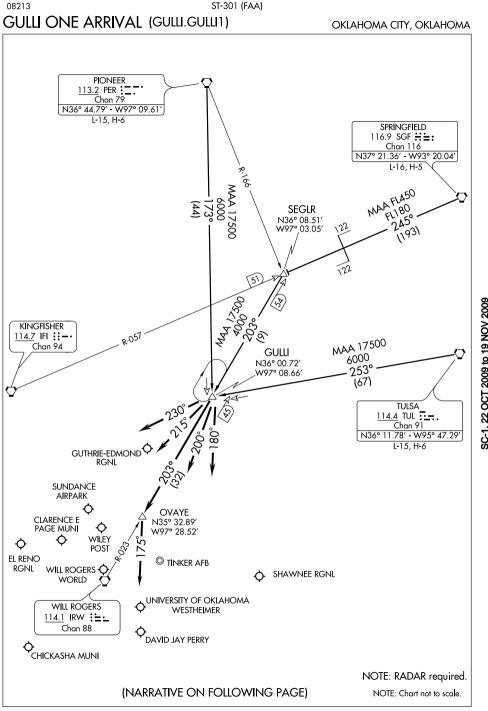












# ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GUILINT Thence

SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . . TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to

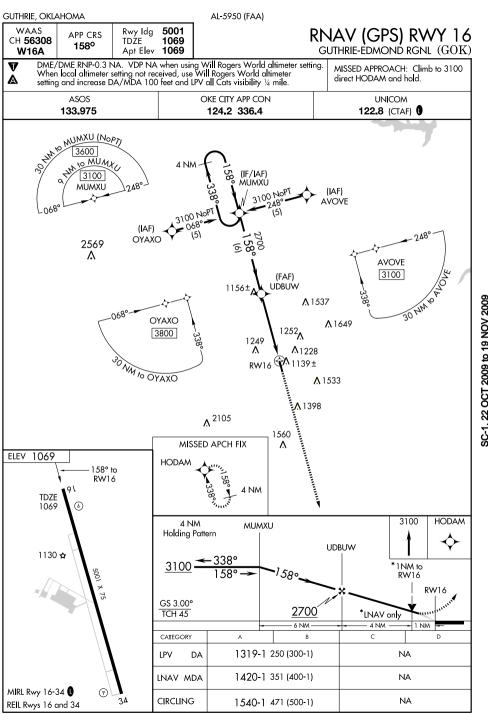
## ALL AIRCRAFT LANDING NORTH:

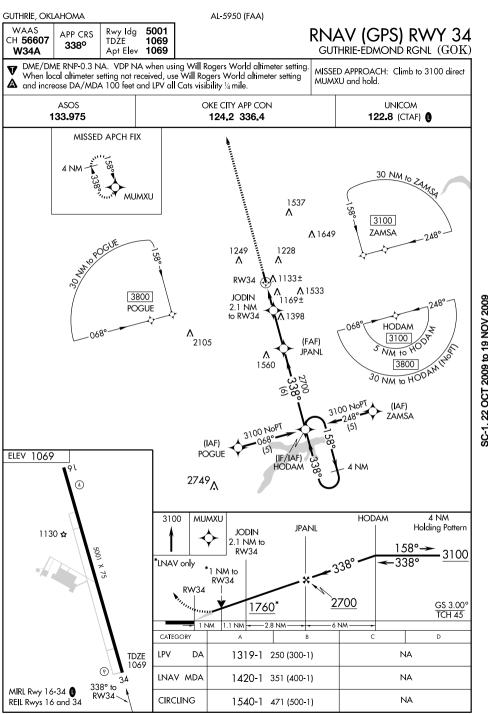
GULLINT. Thence . . . .

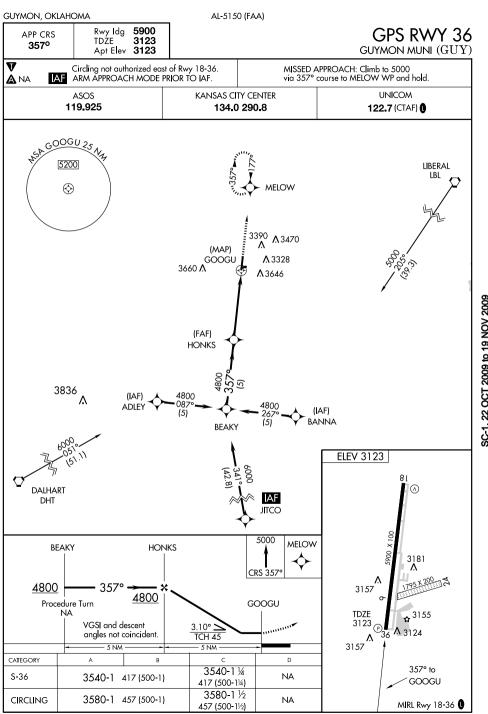
- .... For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.
- . . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.
- .... For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

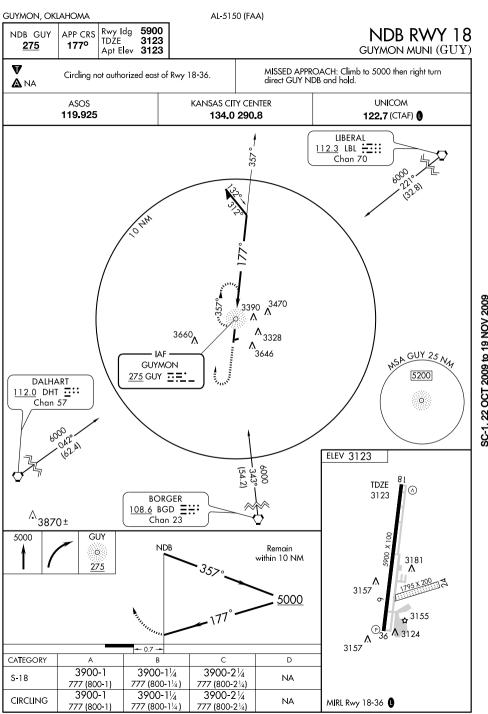
#### ALL AIRCRAFT LANDING SOUTH:

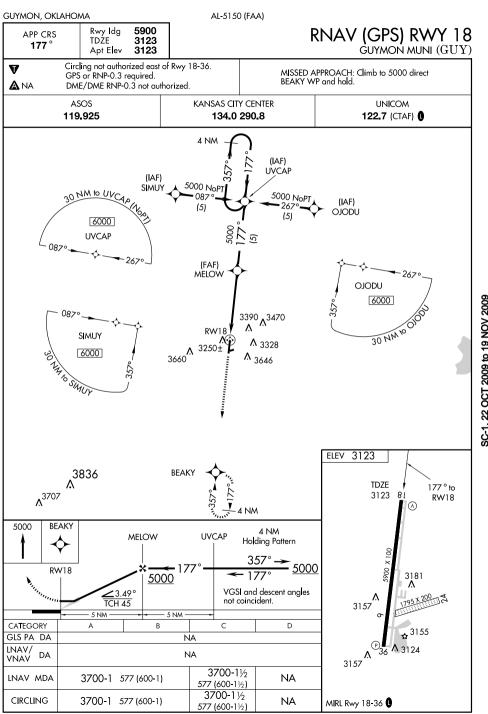
- .... For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.
- . . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.
- .... For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final
- approach course.

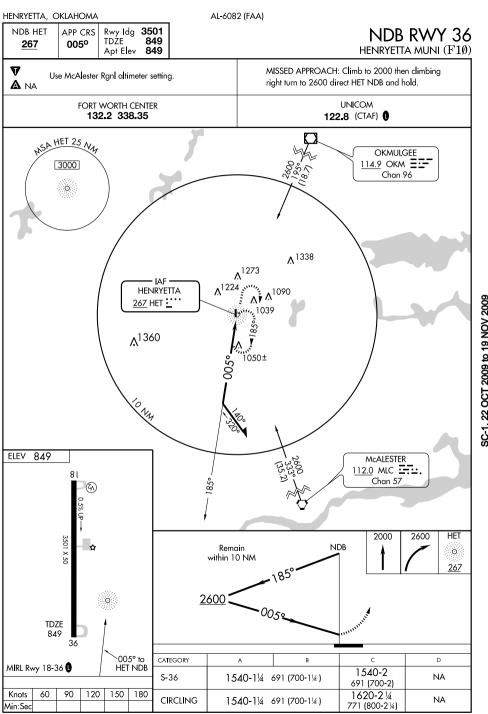


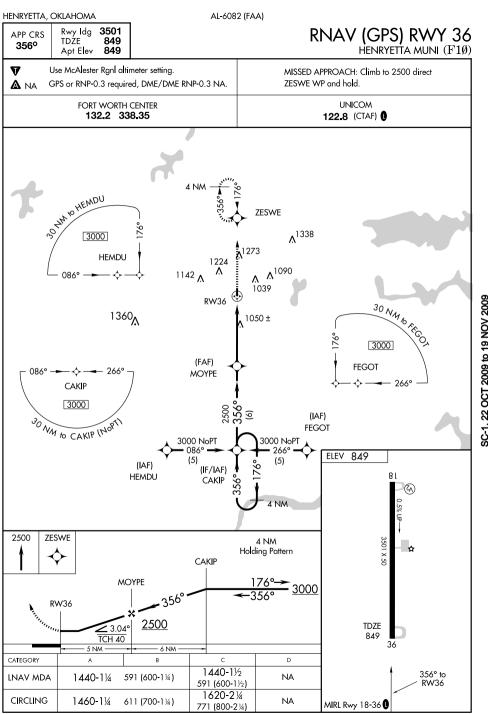


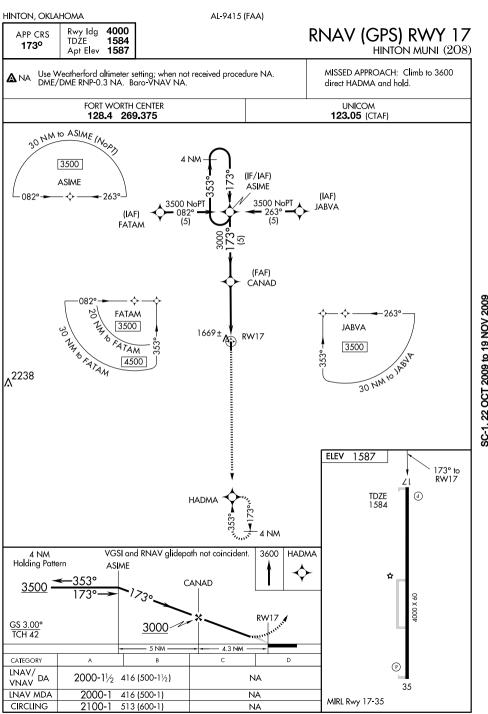


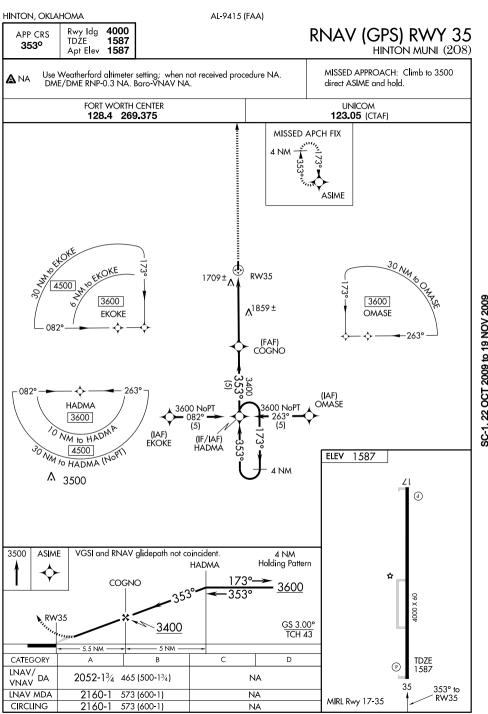








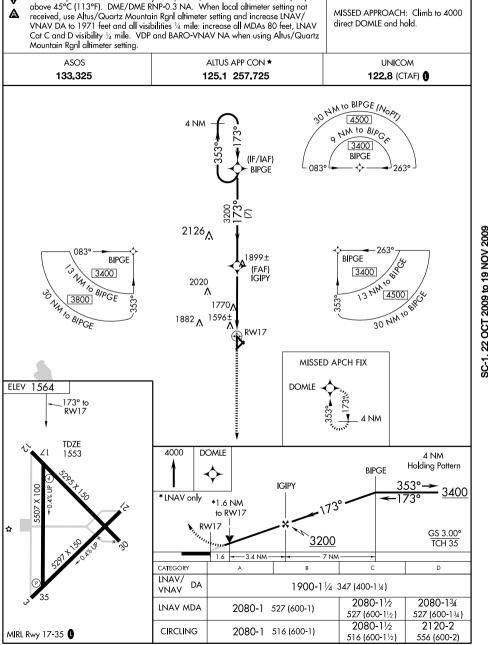


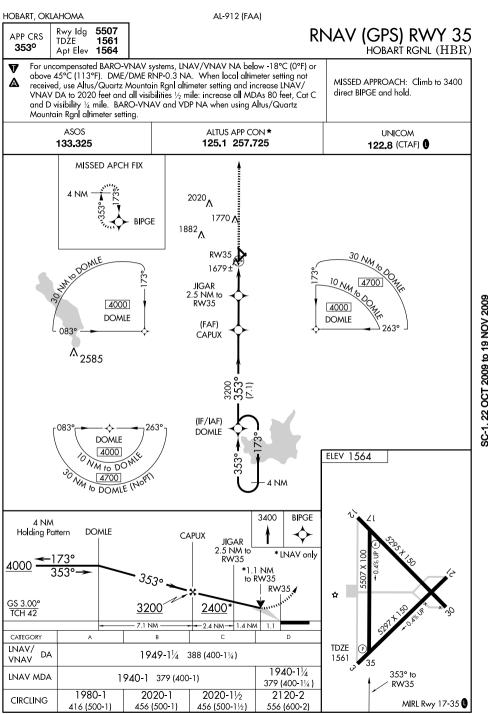


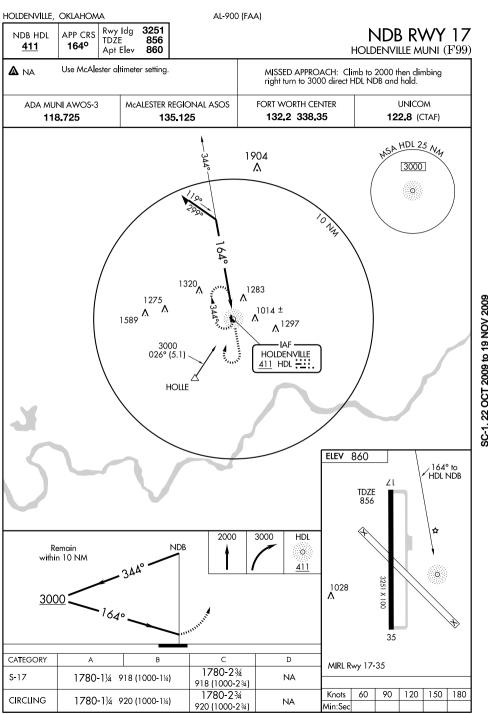
Rwy Idg 5507 APP CRS TDŹE 1553 173° Apt Elev 1564 For uncompensated BARO-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or

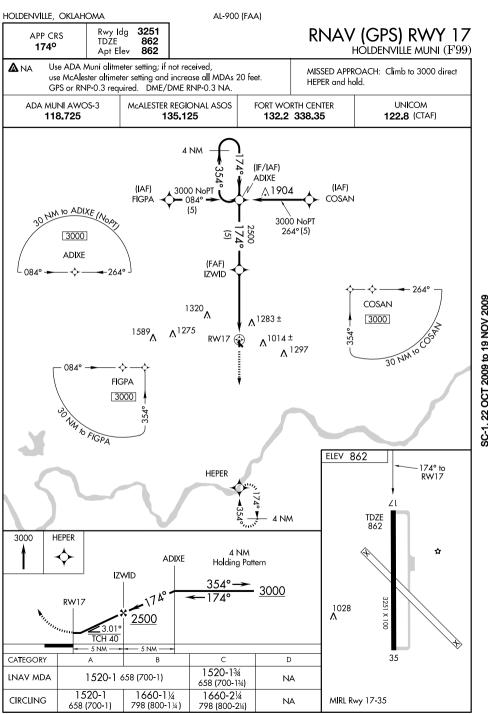
# RNAV (GPS) RWY 17

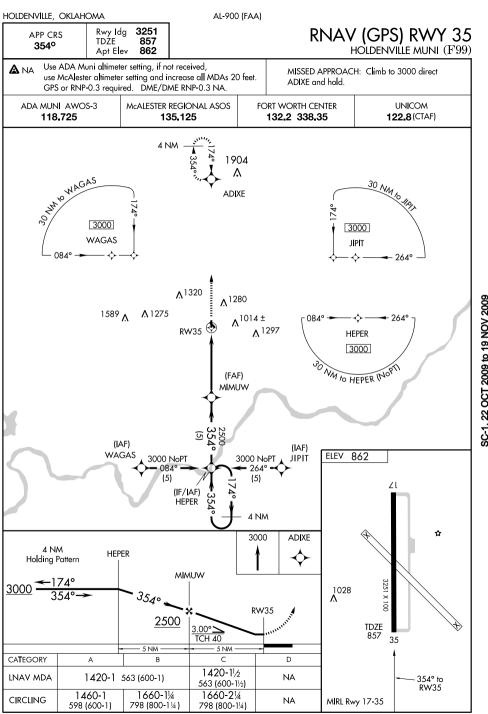
HOBART RGNL (HBR.)

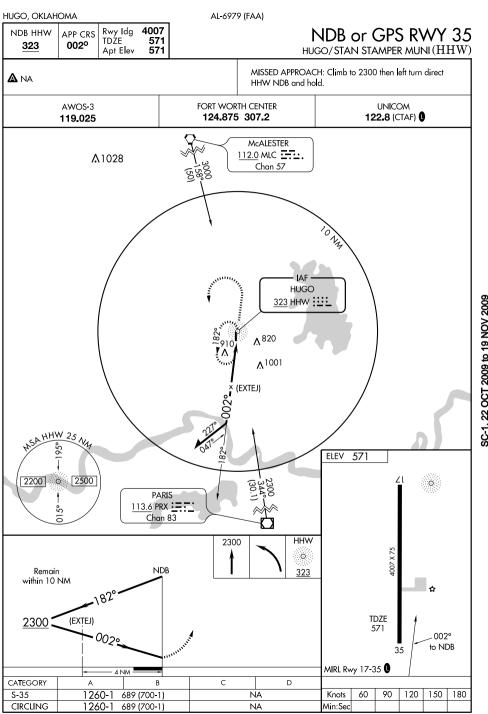




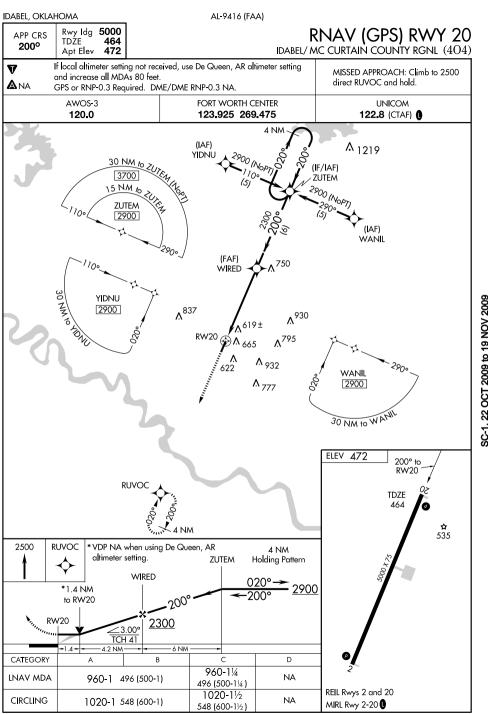


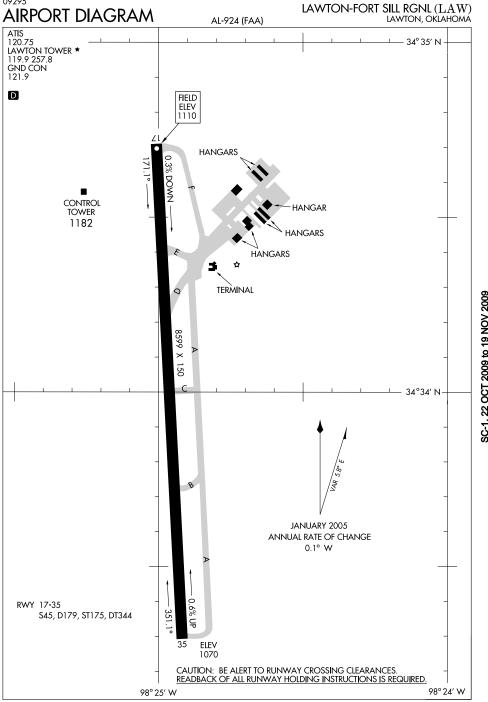


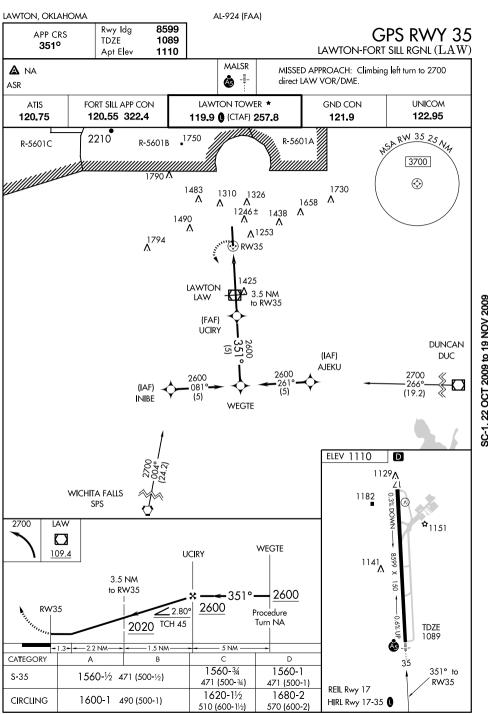


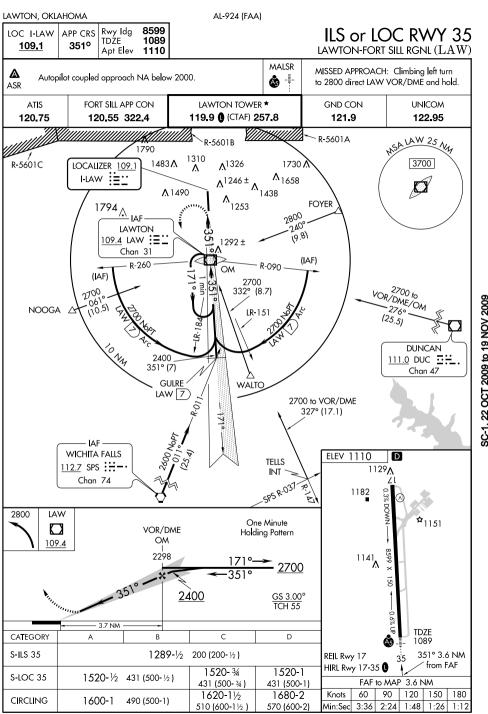


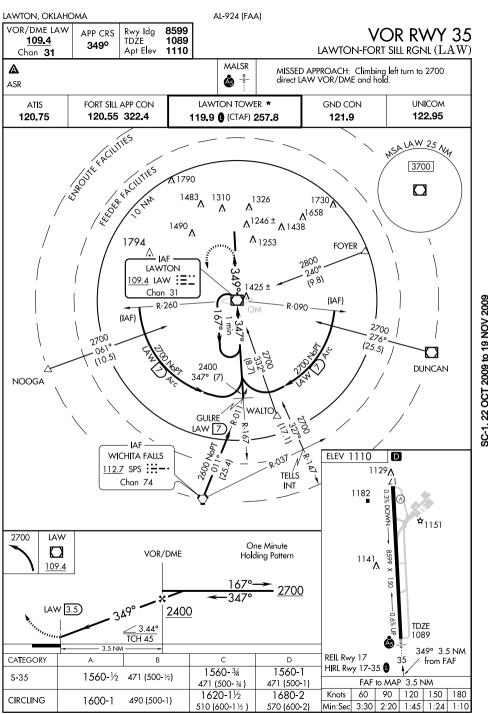
IDABEL, OKLAHOMA AL-9416 (FAA) Rwy Idg 5000 RNAV (GPS) RWY 2 APP CRS TDŹE 472 0200 IDABEL/MC CURTAIN COUNTY RGNL (404)Apt Elev 472 If local altimeter setting not received, use De Queen, AR altimeter setting V MISSED APPROACH: Climb to 2900 and increase all MDAs 80 feet. direct ZUTEM and hold. **A**NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. FORT WORTH CENTER AWOS-3 UNICOM 120.0 123.925 269.475 122.8 (CTAF) 1 <del>⊼</del> 1219 ZUTEM 30 MM to TIPUC 2600 AM to TIPU 2500 TIPUC ۸<sup>837</sup> ∧<sup>930</sup> SC-1 22 OCT 2009 to 19 NOV 2009 ۸<sup>795</sup> 2500 RUVOC 14 O AUVOC (NOPT) (FAF) WOSAT (IAF **ELEV 472** 2500 NOPT REIL Rwys 2 and 20 MIRL Rwy 2-20 0 (IAF) PIVIE **☆** 535 2900 ZUTEM 4 NM **RUVOC** Holding Pattern WOSAT 2500 \*1.2 NM 020°. to RW02 RW02 2100 \* VDP NA when using De Queen, AR altimeter setting. TCH 40 - 6 NM--1.2-3.8 NM-TDZE CATEGORY C D 880-11/4 NA **LNAV MDA** 880-1 408 (500-1) 408 (500-11/4) 020° to 1020-11/2 RW02 CIRCLING NA 1020-1 548 (600-1) 548 (600-11/2)

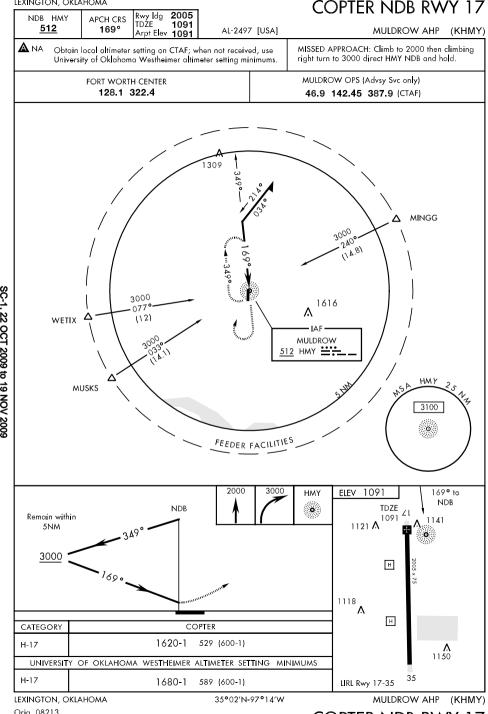


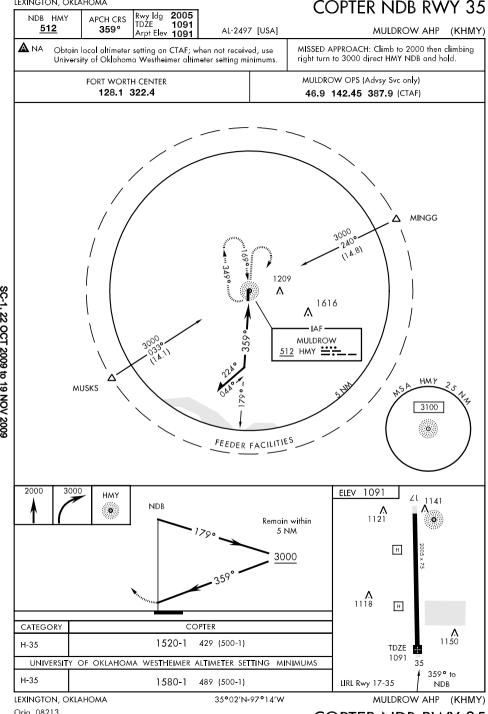


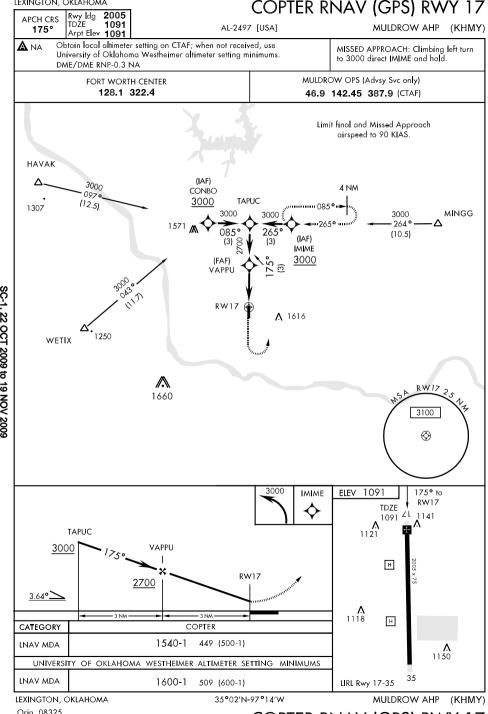


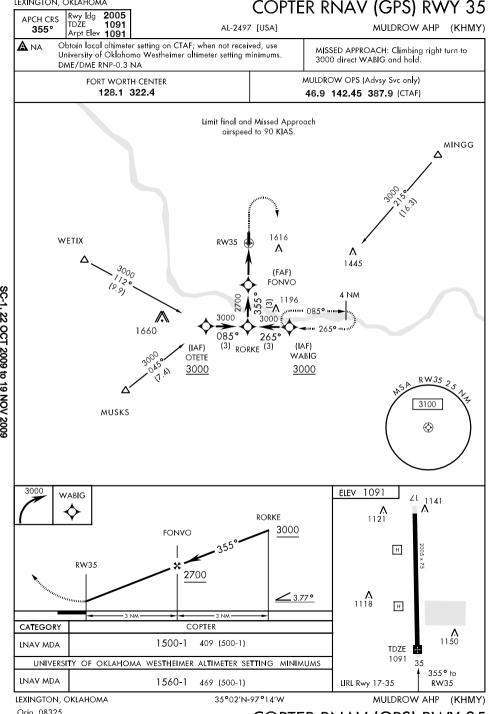


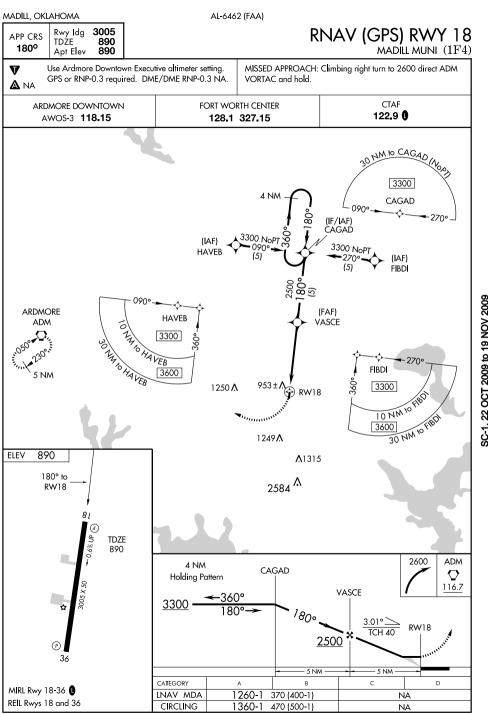


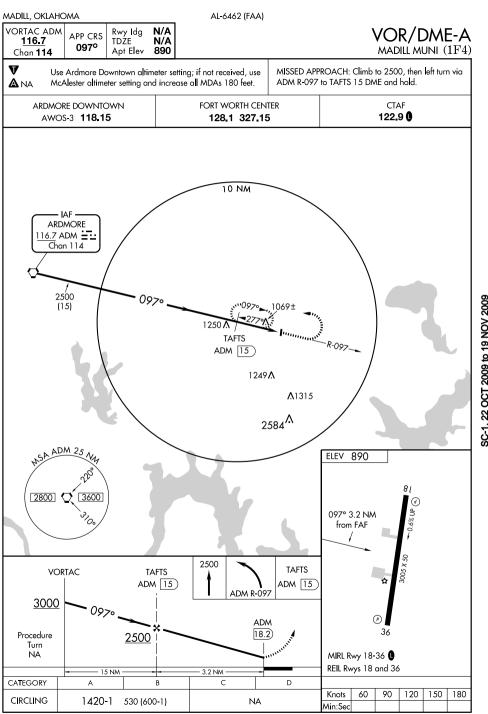


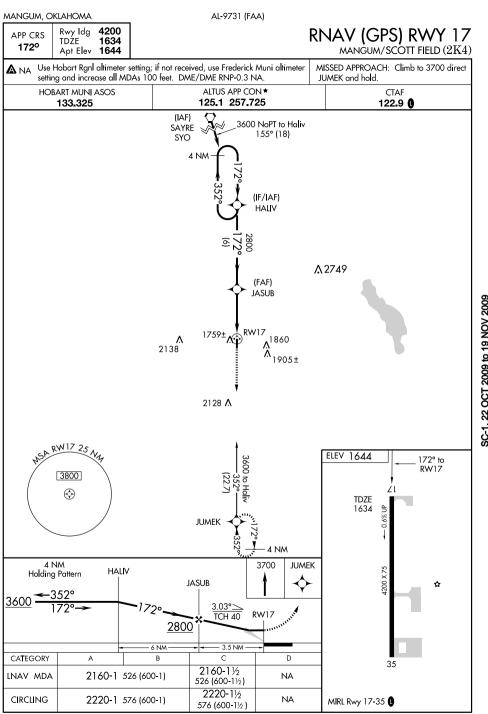


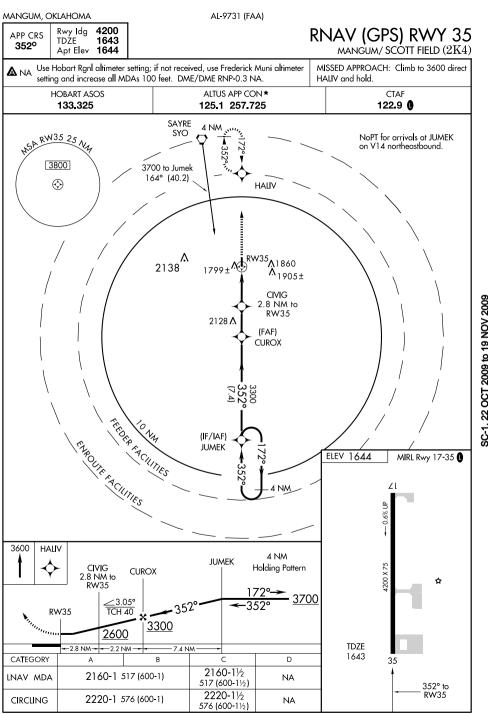


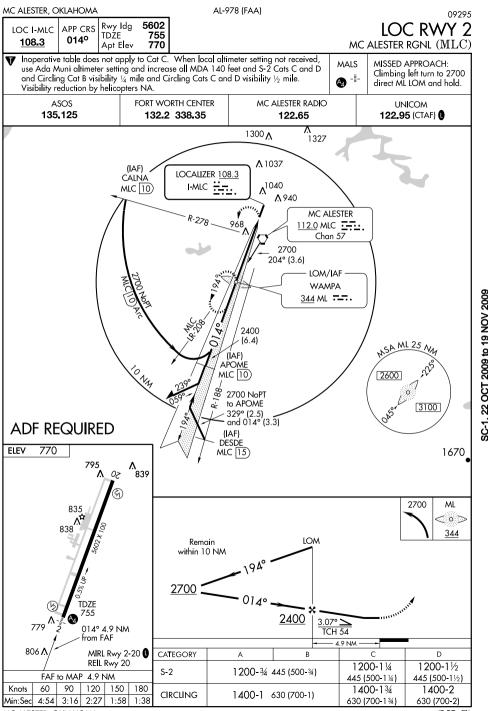


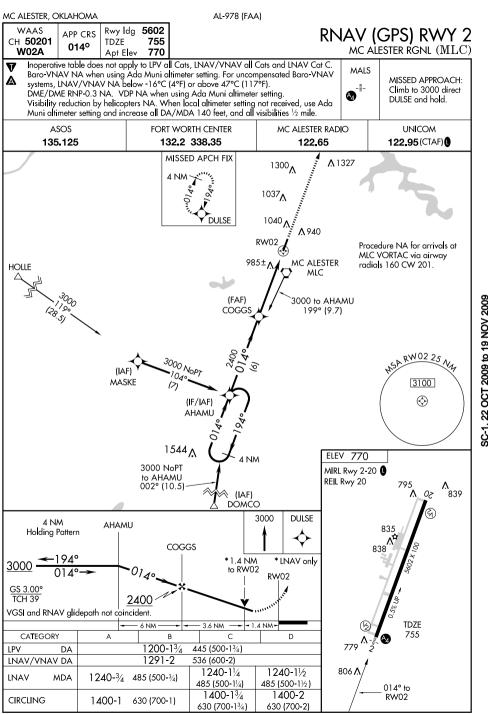


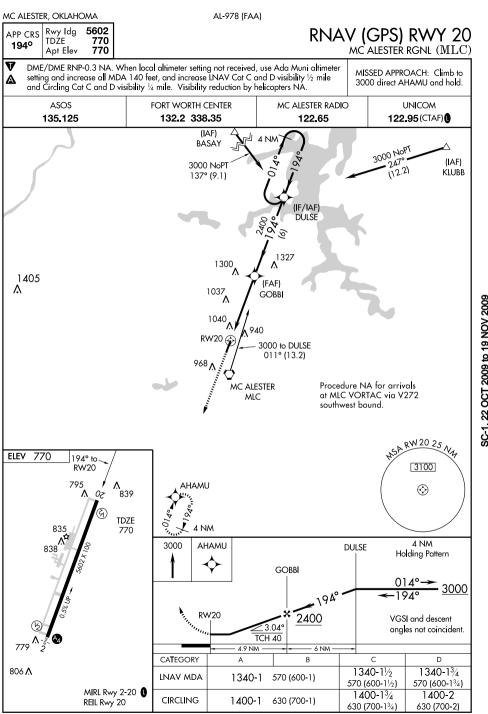


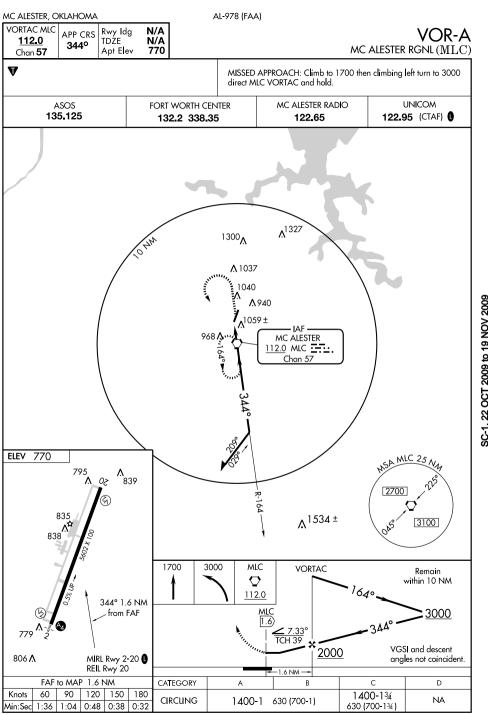


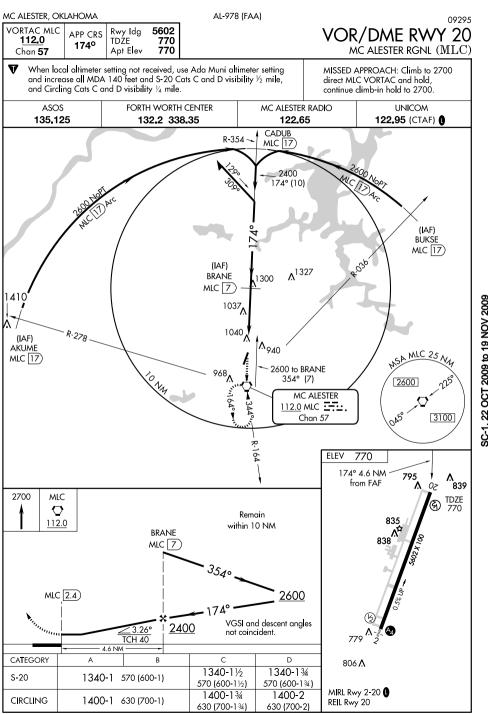


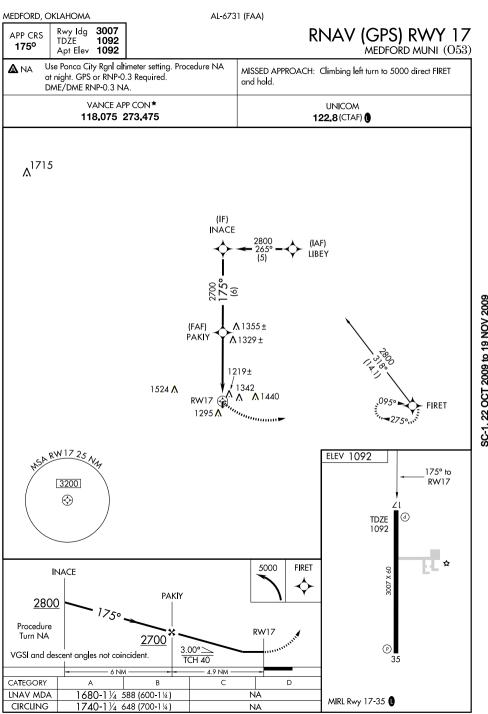


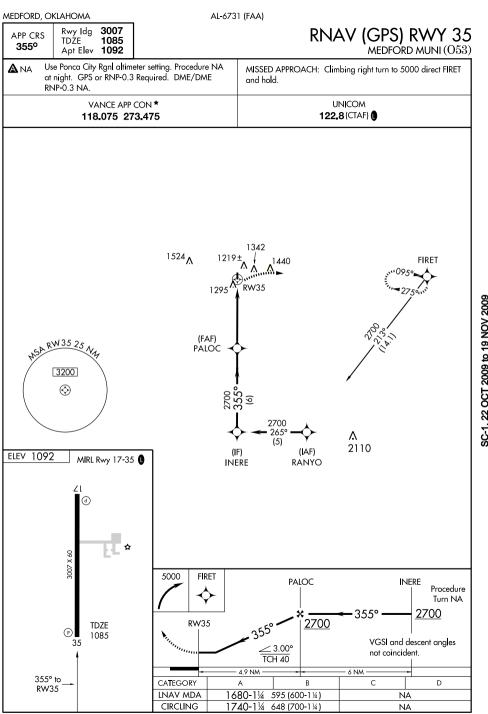


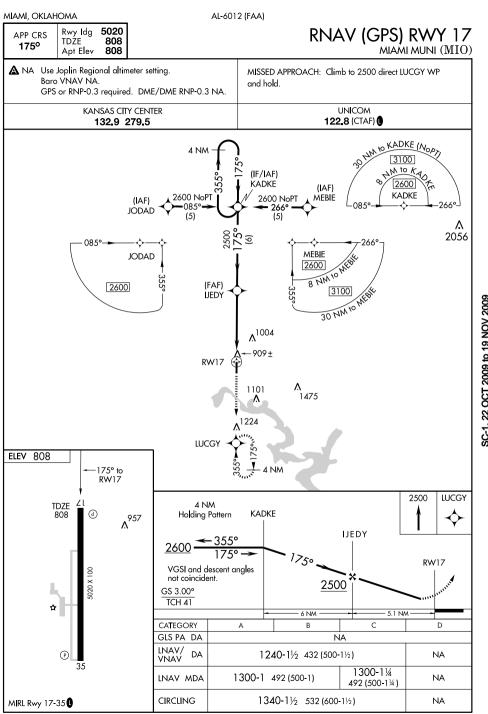


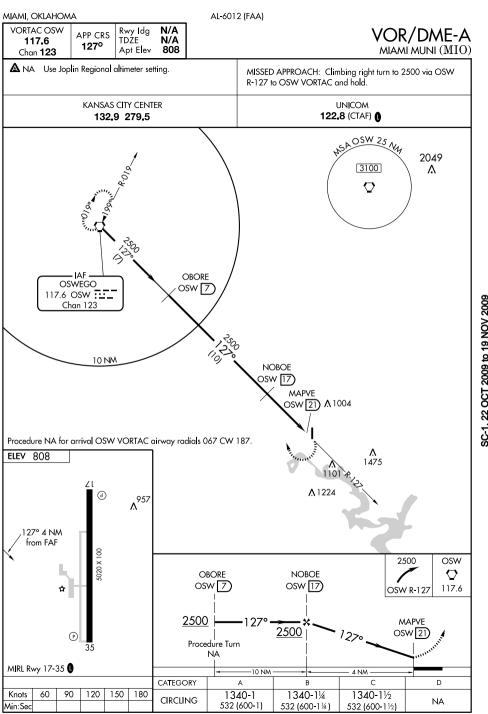


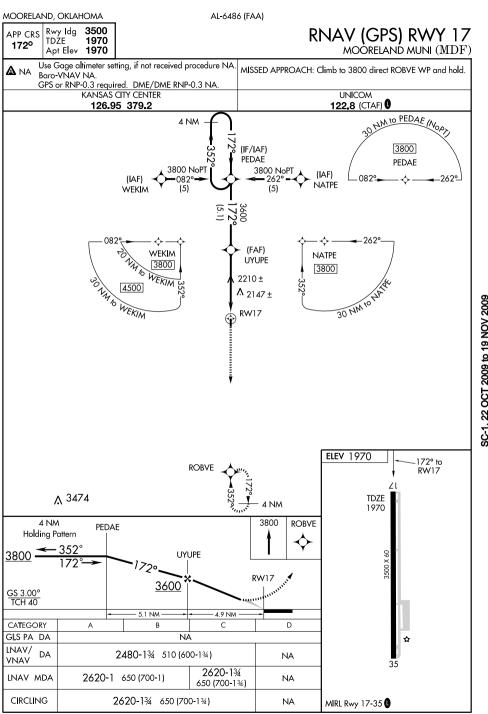












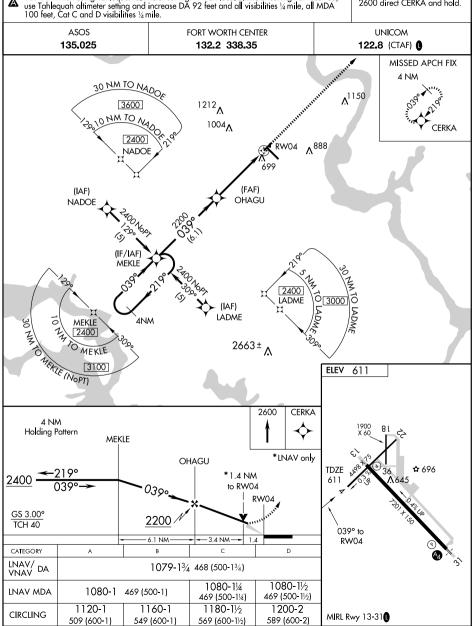
MUSKOGEE, OKLAHOMA 4498 Rwy Idg APP CRS TDŹE 611 039° 611 Apt Elev

## RNAV (GPS) RWY 4 MUSKOGEE/DAVIS FIELD (MKO)

Straight-in minimums NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and A VDP NA when using Tahlequah allimeter setting. When local allimeter setting not received, use Tahlequah altimeter setting and increase DA 92 feet and all visibilities ½ mile, all MDA 100 feet, Cat C and D visibilities ½ mile.

MISSED APPROACH: Climb to 2600 direct CERKA and hold.

22 OCT 2009 to 19 NOV 2009



MUSKOGEE, OKLAHOMA

WAAS
CH 70607
W13A

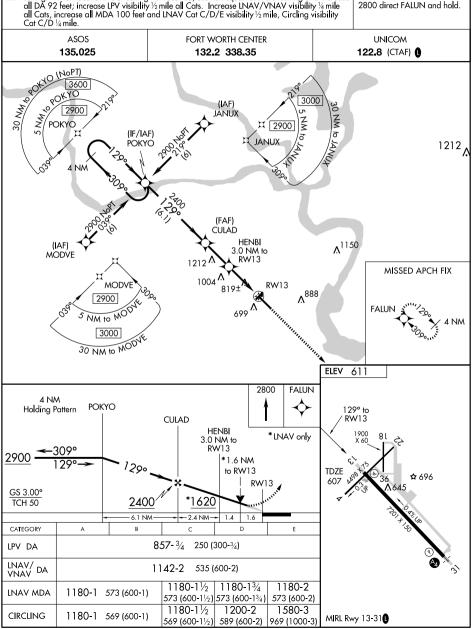
APP CRS
1290
Rwy Idg 7201
TDZE 607
Apt Elev 611

RNAV (GPS) RWY 13 MUSKOGEE/DAVIS FIELD (MKO)

For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Tahlequah altimeter setting. When local altimeter setting not received, use Tahlequah altimeter setting and increase all DA 92 feet; increase LPV visibility ½ mile all Cats. Increase LNAV/VNAV visibility ¼ mile all Cats, increase all MDA 100 feet and LNAV Cat C/D/E visibility ½ mile, Circling visibility Cat C/D ¼ mile.

C | Climb to | Climb t

SC-1 22 OCT 2009 to 19 NOV 2009



APP CRS

219°

TDŹE

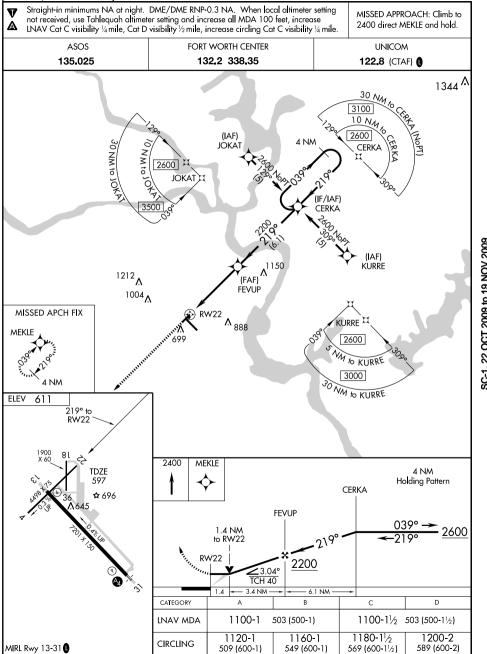
Apt Elev

597

611

# RNAV (GPS) RWY 22

MUSKOGEE/DAVIS FIELD (MK())



WAAS RNAV (GPS) RWY 31 APP CRS CH 42807 MUSKOGEE/DAVIS FIELD (MKO) Apt Elev W31B For uncompensated Baro-VNAV systems, procedure NA below -16°C (4°F) or above 47°C (116°F). Baro-VNAV and VDP NA when using Tahlequah allimeter setting. When local allimeter setting not received, use Tahlequah allimeter setting and increase all DA 92 feet, visibilities ¼ mile; increase all MDA 100 feet, LNAV visibilities Cat C/D/E ¼ mile, and Circling Cat C ¼ mile. Inoperative table does not apply to LNAV/VNAV Cat A/B/C and LNAV Cat C. MAIS MISSED APPROACH: Climb to 2900 direct POKYO and hold. **A** -≣-**ASOS** FORT WORTH CENTER UNICOM 135.025 132.2 338.35 122.8 (CTAF) ( 30 NM TO EKARE MISSED APCH FIX 1150 A **POKYO** 2800 **∕**2₀ Λ<sup>888</sup> 739± **EKARE** 699**^** RW31  $750 \pm$ (IAF) CONIK EKARE 2.8 NM to RW31 7800 Hoế (FAF) 7,99 **IVCUP** 3000 NM TO GAMPE 1004Mp.5 2800 (IF/IAF **GAMRE** 10 NM J **FALUN** П 4 NM 30 NM TO FA (IAF) **GAMRE** 10 NM Λ 2663 ± 3300 ELEV 611 2900 POKYO 4 NM Holding Pattern **FALUN** 1900 81 **IVCUP** \*LNAV only CONIK 2.8 NM to 129° **RW 31** 2800 \* 1.2 NM 309° ☆ 696 to RW31 RW31

SC-1 22 OCT 2009 to 19 NOV 2009

GS 3.00°

TCH 53

Е

1000-11/2

407 (400-11/2)

1580-3

969 (1000-3)

2400

6.1 NM-

250 (300-1)

546 (600-2)

1180-11/2

1000-11/4 407 (400-11/4)

569 (600-11/2) 589 (600-2)

1200-2

843-1

1139-2

1540

407 (400-3/4)

1160-1

549 (600-1)

1.6 NM - 2.7 NM -

1.2

1000-3/4

1120-1

509 (600-1)

CATEGORY

LPV DA

LNAV/ DA

LNAV MDA

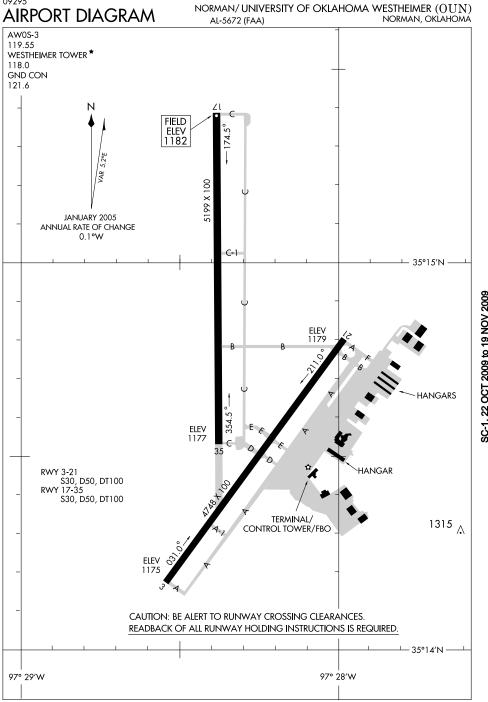
CIRCLING

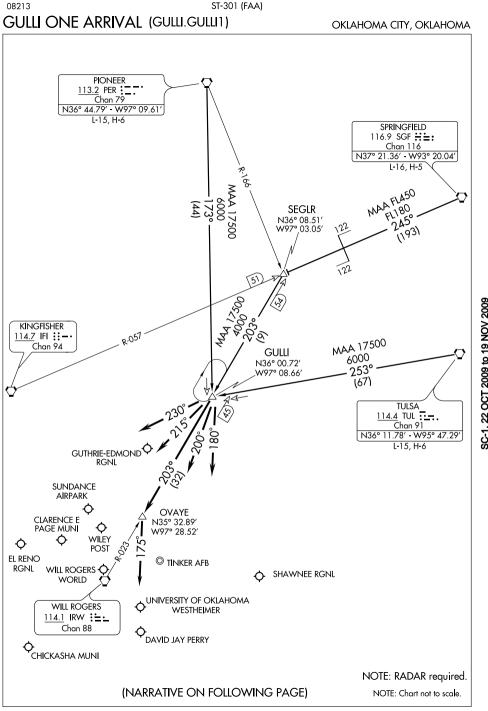
**A** TDZE 593

309° to

RW31

MIRL Rwy 13-31 🗓





# ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GUILINT Thence

SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . . TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to

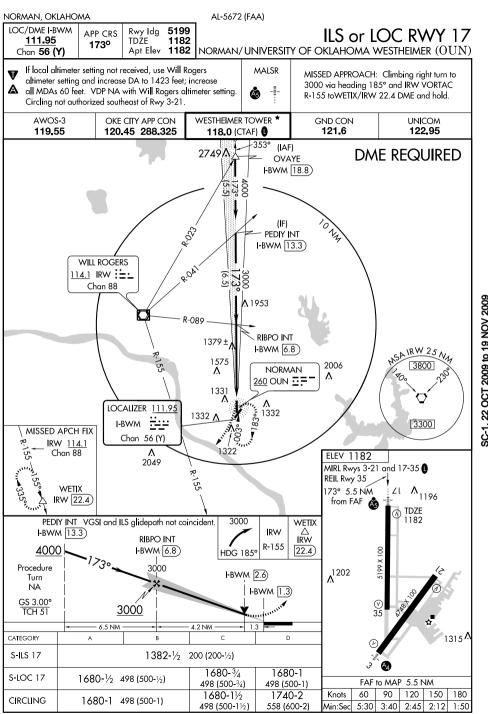
## ALL AIRCRAFT LANDING NORTH:

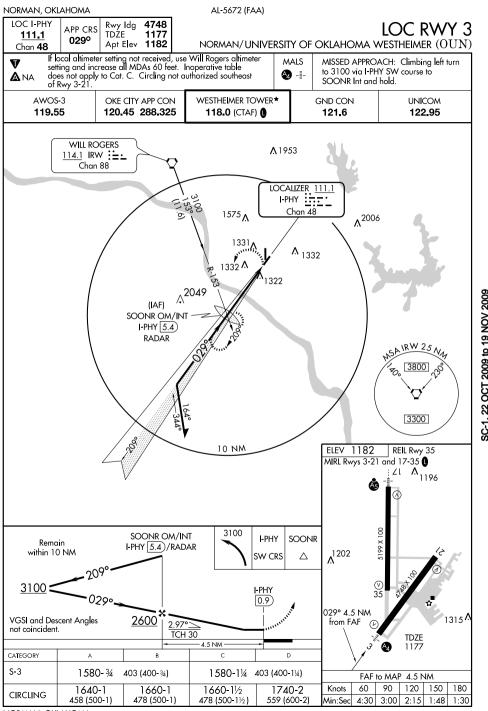
GULLINT. Thence . . . .

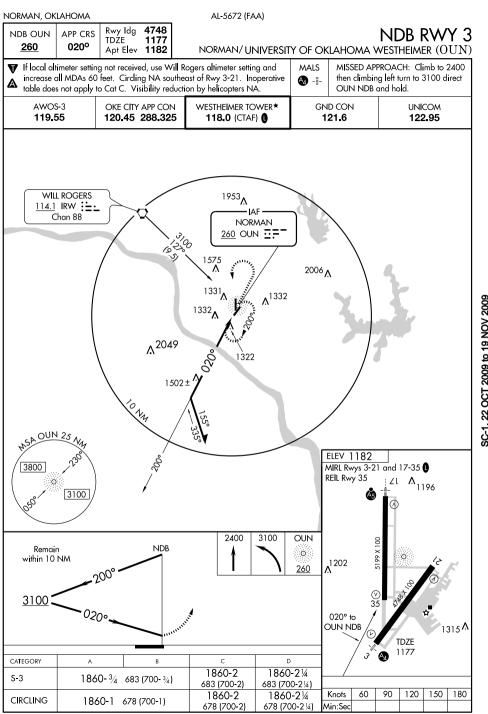
- .... For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.
- . . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.
- .... For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

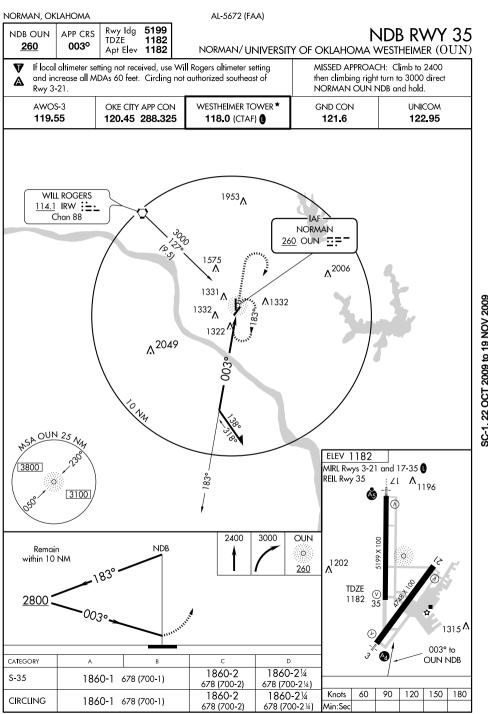
#### ALL AIRCRAFT LANDING SOUTH:

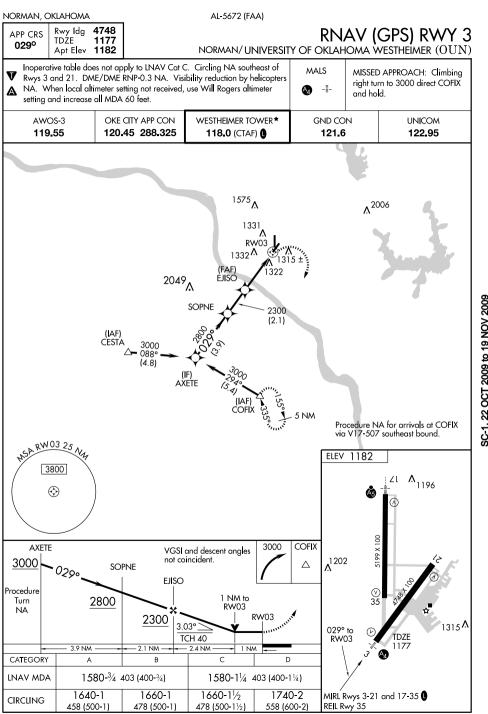
- .... For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.
- . . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.
- .... For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final
- approach course.

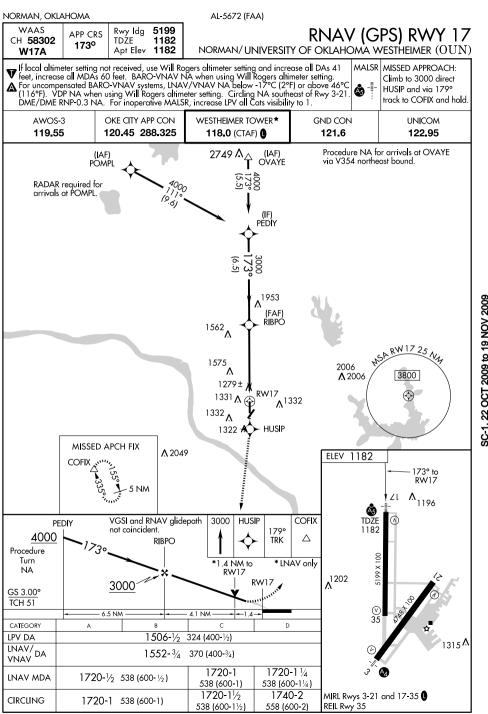


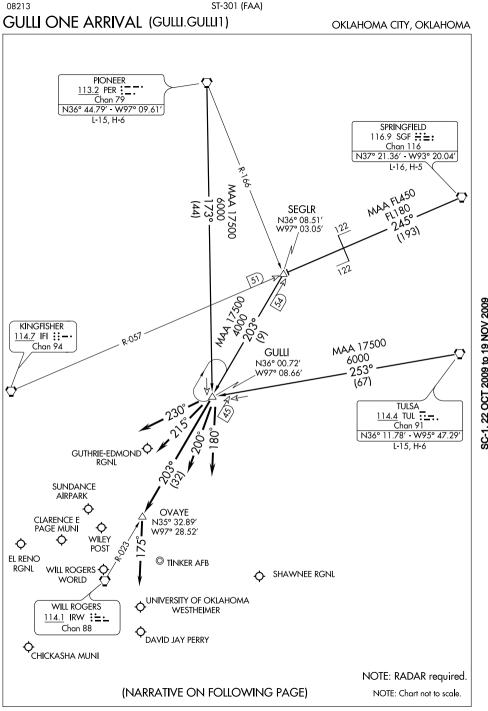












# ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GUILINT Thence

SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . . TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to

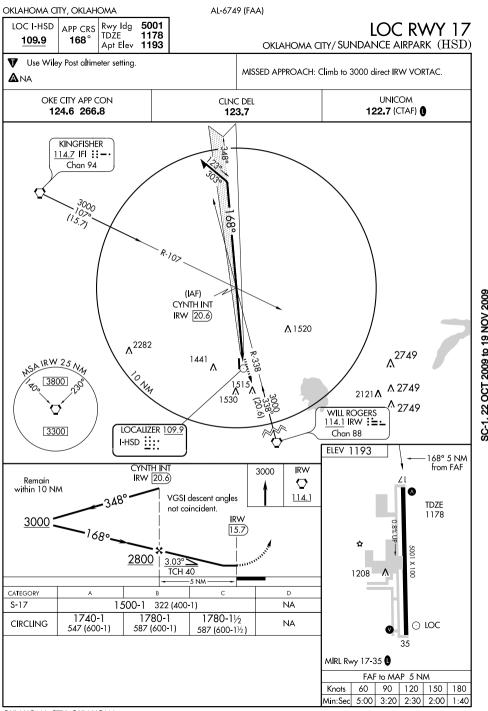
## ALL AIRCRAFT LANDING NORTH:

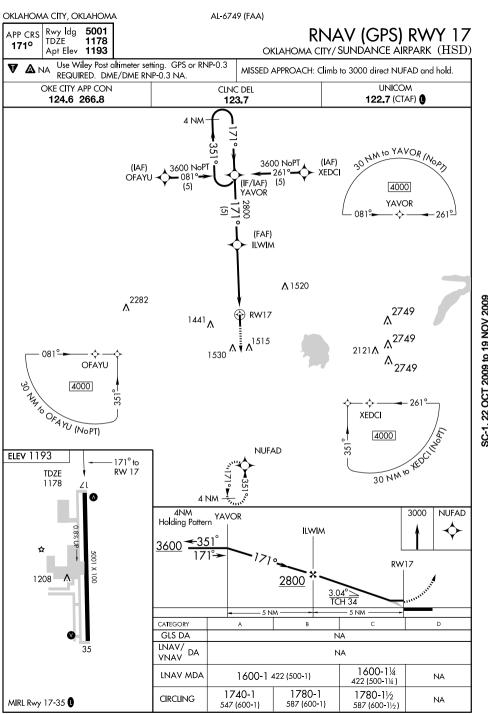
GULLINT. Thence . . . .

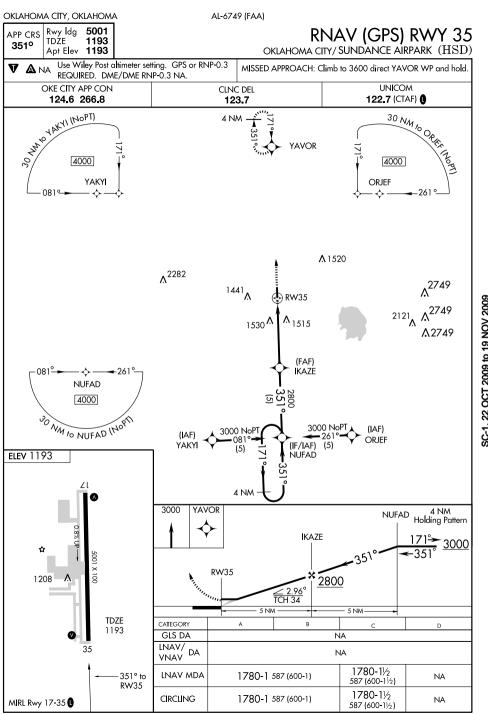
- .... For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.
- . . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.
- .... For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

#### ALL AIRCRAFT LANDING SOUTH:

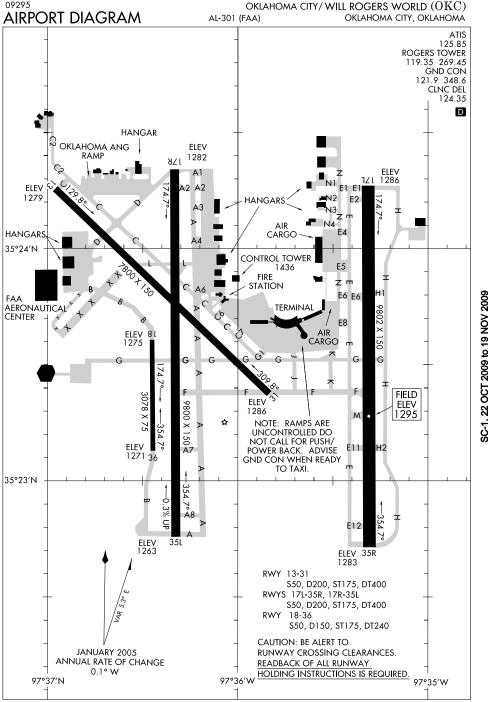
- .... For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.
- . . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.
- .... For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final
- approach course.

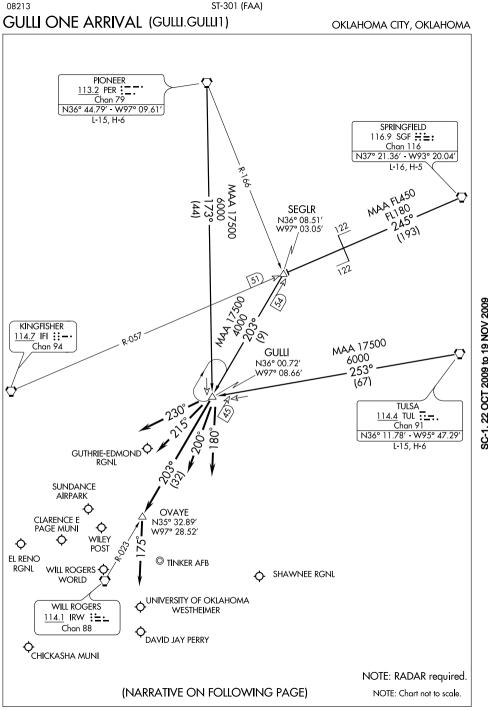






OKLAHOMA CITY, OKLAHOMA AL-6749 (FAA)					
VORTAC IRW 114.1 Chan 88 APP CRS 1500 TOZE 1178 Apr Elev 1193 OKLAHOMA CITY/ SUNDANCE AIRPARK (					
▼ Use Wiley Post altimeter setting.			MISSED APPROACH: Climb to 3000 direct IRW VORTAC.		
▲NA					
OKE CITY APP CON <b>124.6 266.8</b>			CLNC DEL 123.7		UNICOM 122.7 (CTAF) <b>()</b>
KINGFISHER 114.7 IFI :: Chan 94  A 1/00  (IAF) PULTZ INT IRW 20.7  A 1439  A 1520  A 2749					
1530 Å Å 1515 2121Å Å 2749 Å 2749					
/40. 38	200	114	LL ROGERS  1 IRW:::::Chan 88		TDZE 21 1178
Remain within 10 NA	335	PULTZ INT IRW 20.7		3000 IRW	\$88 G 5001 × 100
3000   155°   1208 A   8					
CATEGORY	A	В	С	D	MIRL Rwy 17-35 <b>(</b>
S-17	1700-1	522 (600-1)	1700-1½ 522 (600-1½)	NA	FAF to MAP 5 NM
CIRCLING	1740-1 547 (600-1)	1780-1 587 (600-1)	1780-1½ 587 (600-1½)	NA	Knots 60 90 120 150 180 Min:Sec 5:00 3:20 2:30 2:00 1:40





# ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GUILINT Thence

SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . . TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to

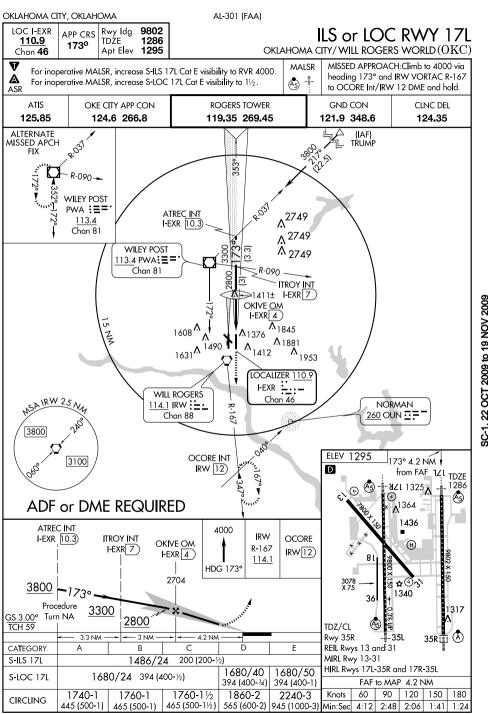
## ALL AIRCRAFT LANDING NORTH:

GULLINT. Thence . . . .

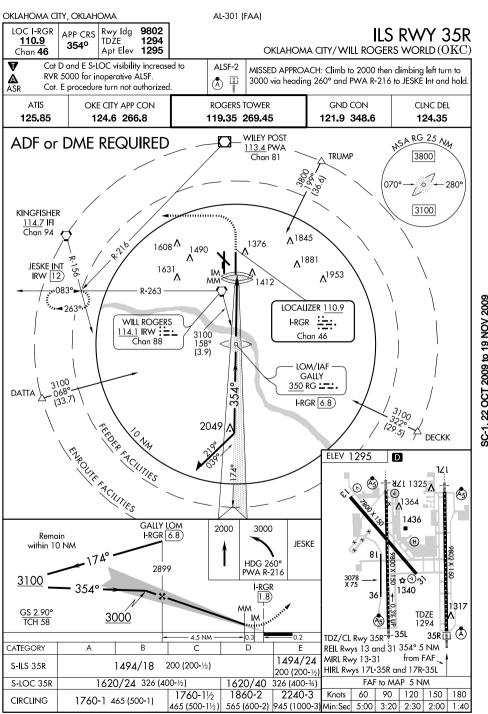
- .... For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.
- . . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.
- .... For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

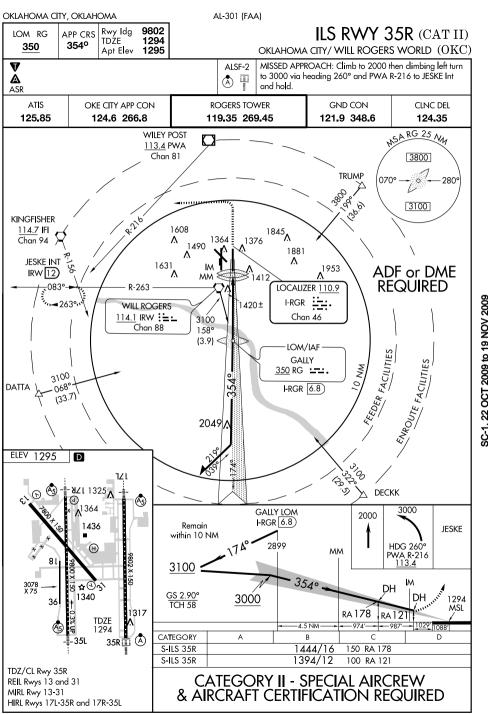
- .... For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.
- . . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.
- .... For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final
- approach course.

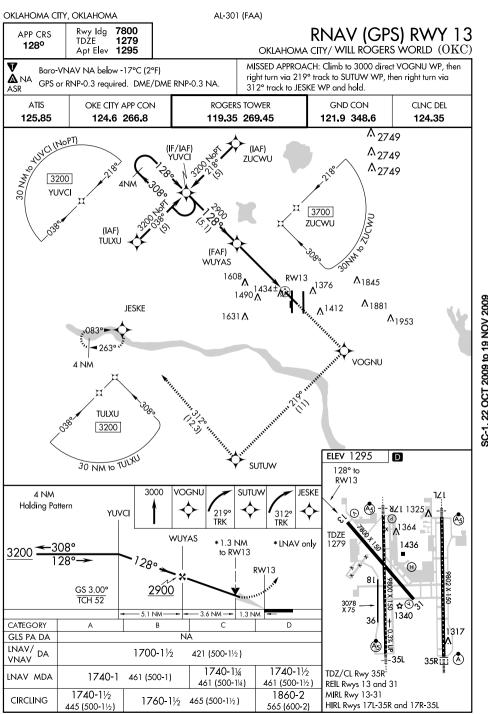
OKLAHOMA CITY, OKLAHOMA AL-301 (FAA) LOC/DME I-LIK APP CRS 9800 ILS or LOC/DME RWY 35L Rwy Ida 110.7 TDŹE 1277 353° OKLAHOMA CITY/ WILL ROGERS WORLD (OKC) Apt Elev 1295 Chan 44 V For inoperative MALSR, increase S-ILS 35L MALSR MISSED APPROACH: Climb to 2000 then climbing left Cat E visibility to RVR 4000 and turn to 3000 via heading 260° and PWA VOR/DME A  $(A_5)$ S-LOC Cats D.E visibility to RVR 5000. R-216 to JESKE Int/IRW 12 DME and hold. ASR ATIS OKE CITY APP CON ROGERS TOWER GND CON CLNC DEL 125.85 119.35 269.45 124.35 124.6 266.8 121.9 348.6 2749 △ WILEY POST 113.4 PWA :== Chan 81 LOCALIZER 110.7 I-LIK Chan 44 Λ<sup>1845</sup> 1608 1490 WILL ROGERS Λ 1376 ۸<sup>1881</sup> JESKE INT 114.1 IRW := -Chan 88 1329 IRW 12 ۸ <sub>1412</sub> **∧** 1953 1631 ~083° SC-1 22 OCT 2009 to 19 NOV 2009 R-263 3100 €263° 170° (3.4) MSAIRW 25 Ny (IAF) BRIGE 3800 I-LIK (4.4) 3100 2049± 1295 D 12 l **UZL 1325** (P) **∧**1364 Cat E procedure turn NA, radar required. 1436 **BRIGE** 2000 3000 Remain I-LIK 4.4) within 10 NM (H) **HDG** JESKE INT 5700 260° 9802 X 150 IRW [12] 81 PWA R-216 113.4 3100 3078 X 75 2800 \$ ( 3) 3530 I-LIK I-LIK 1340 GS 3.00° 0.6 I-LIK 36 DME 0.2 131*7* TCH 49 ANT. 2800 **TDZE** 1277 353° 4.6 NM VGSI and ILS glidepath not coincident.  $(\bar{A})$ from FAF - 0.6 -0.2 3.8 NM -CATEGORY TDZ/CL S-ILS 35L 1477/24 200 (200-1/2) Rwy 35R REIL Rwys 13 and 31 S-LOC 35L 1580/24 303 (300-1/2) 1580/40 303 (300-34) 1740-1 1760-1 1760-11/2 1860-2 2240-3 MIRL Rwy 13-31 CIRCLING HIRL Rwys 17L-35R and 17R-35L 465 (500-1) 465 (500-1½) 445 (500-1) 565 (600-2) 945 (1000-3)

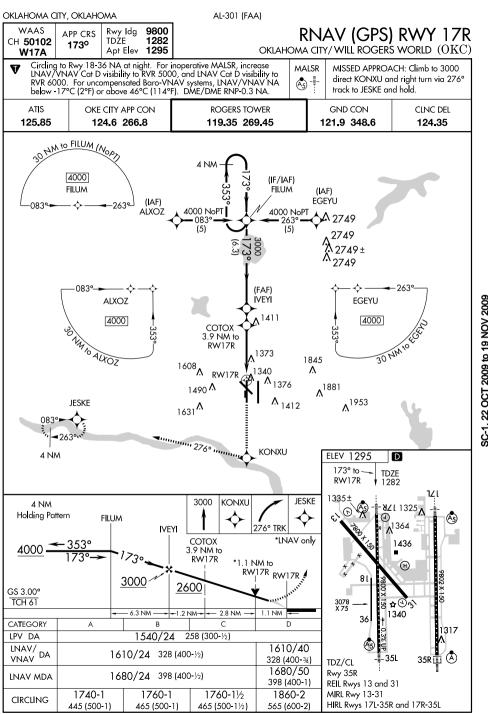


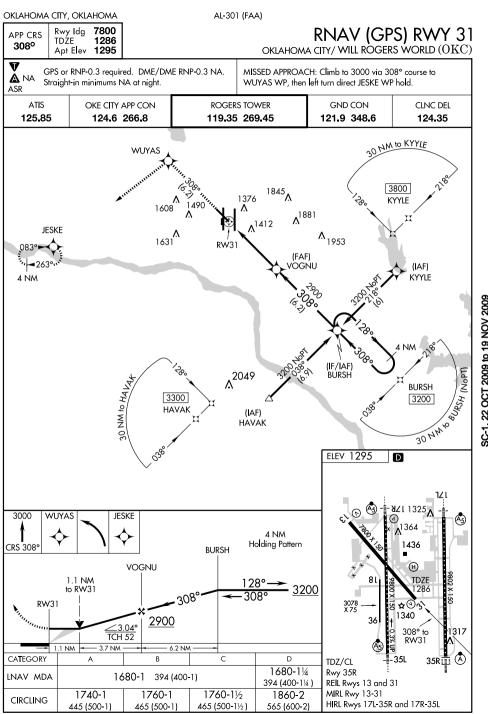
OKLAHOMA CITY, OKLAHOMA AL-301 (FAA) LOC/DME I-OKC Rwy Idg 9800 ILS or LOC RWY 17R APP CRS 1282 110.7 TDŻE 173º OKLAHOMA CITY/WILL ROGERS WORLD (OKC) 1295 Chan 44 Apt Elev MAISR Circling NA at night to Rwy 18-36. MISSED APPROACH: Climb to 2000 then climbing right turn Α \*\* Use of flight director or autopilot or HGS required. to 3000 via IRW R-263 to JESKE Int/12 DME and hold. ASR ATIS OKE CITY APP CON ROGERS TOWER GND CON CLNC DEL 125.85 124.6 266.8 119.35 269.45 121.9 348.6 124.35 \* CAUTION: DIRGE OM may be received and 353° IRW should not be mistaken R-354 for TULOO LOM. R-020 mĩ DIRGE OM 2749 (IF/IAF) Λ FILUM INT WILEY POST I-OKC 13.3) 113.4 PWA :== Chan 81 Chan 94 ۸ <sub>2749</sub> **IVEYLINT** 1-OKC 7) R-133/ SC-1 22 OCT 2009 to 19 NOV 2009 1411 - LOM -TUIOO \* 2600 406 OK = .-OK 25 Ny (1.2)6.J.p I-OKC [5.8) ∧<sup>1608</sup> <u></u>∧<sub>1373</sub>± 3300 **1845 ∧** 4000 to FILUM 1490 **1376 1376** റമറ 354° (14.3) **∧** 1881 JESKE INT Λ1412 3800 RW 12 ۸<sub>1631</sub> 1953 R-263 263° WILL ROGERS LOCALIZER 110.7 114.1 RW:=-ĔŒ. I-OKC 173° 5 1 NM **ELEV** 1295 Chan 88 Chan 44 from FAF D **TDZE** 1282 2000 3000 **IRW** One Minute **JESKE** - **UZL** 1325 R-263 Holdina Pattern IRW [12] 114.1 FILUM INT ۸<sup>1364</sup> I-OKC 13.3) **IVEYLINT** 1436 I-OKC 7 LOM H 4000 I-OKC 5.8) I-OKC 9802 X 150 3000 81 2.8 I-OKC 1.8 3078 X 75 \$ (3) S 3000 \*2600 1340 GS 3.00° 36 \* LOC only TCH 61 131*7* 6.3 NM -1.2 NM→ 3 NM 0.9 CATEGORY Е  $\overline{(A)}$ TDZ/CL Rwy 35R----35L S-ILS 17R 1482/24 200 (200-1/2) REIL Rwys 13 and 31 S-LOC 17R 1640/24 358 (400-1/2) 1640/40 358 (400-34) MIRL Rwy 13-31 1760-11/2 2200-3 1860-2 HIRL Rwys 17L-35R and 17R-35L CIRCLING 1760-1 465 (500-1) 465 (500-11/2) | 565 (600-2) | 905 (1000-3) FAF to MAP 5.1 NM SPECIAL AIRCREW AND AIRCRAFT CERTIFICATION REQUIRED Knots 90 120 150 180 60 S-ILS 17R\*\* 1482/18 200 (200-1/2) Min:Sec 5:06 3:24 2:33 2:02 1:42

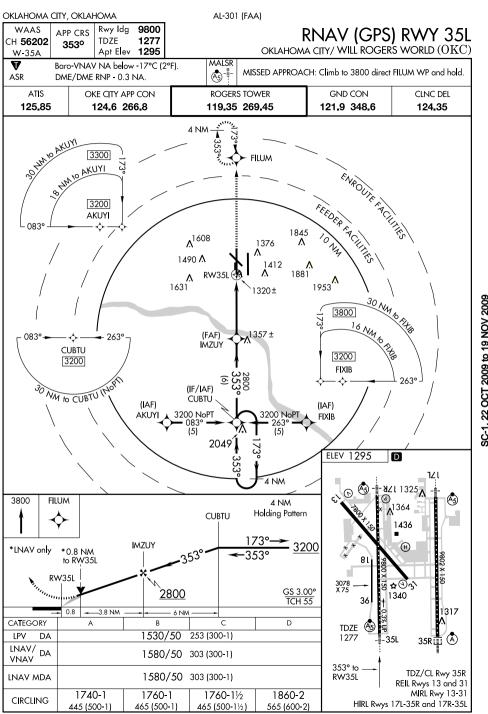


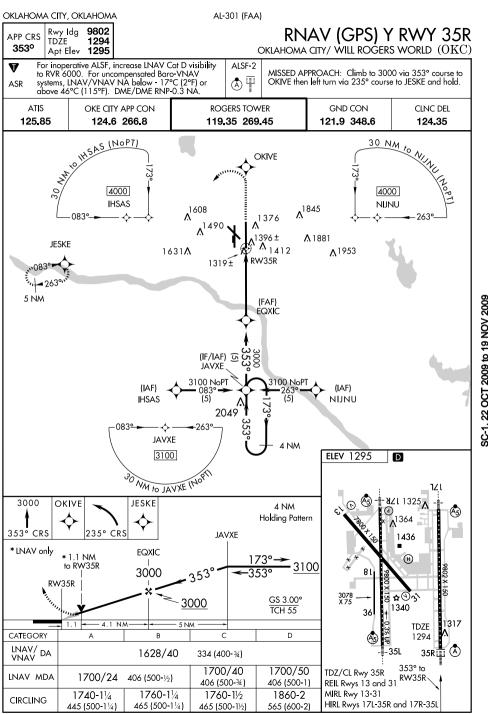


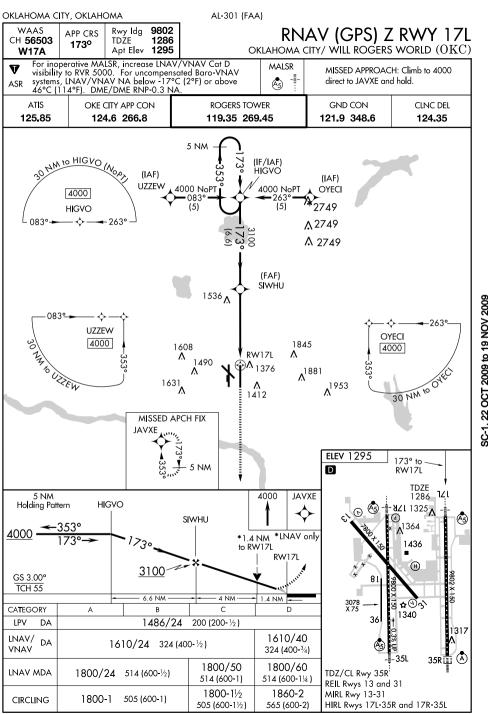


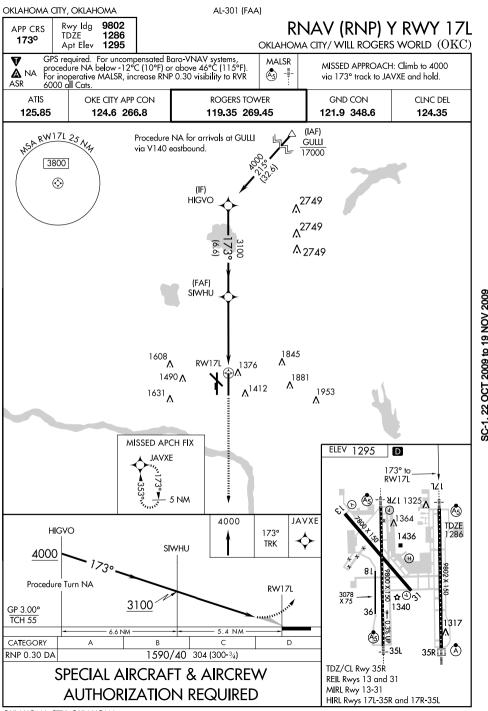


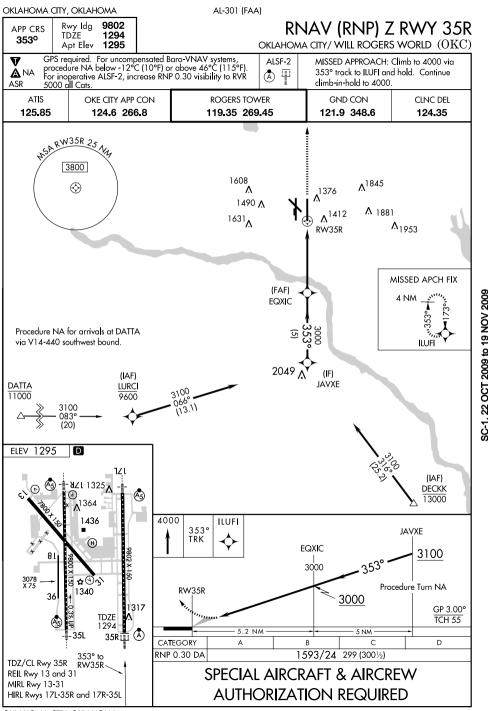


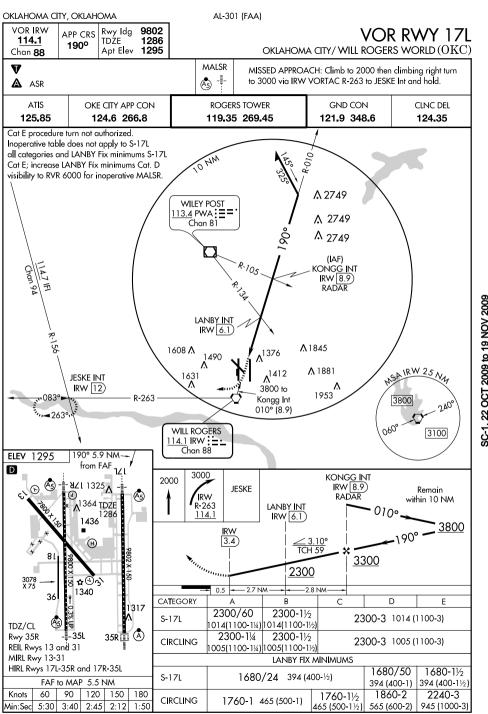


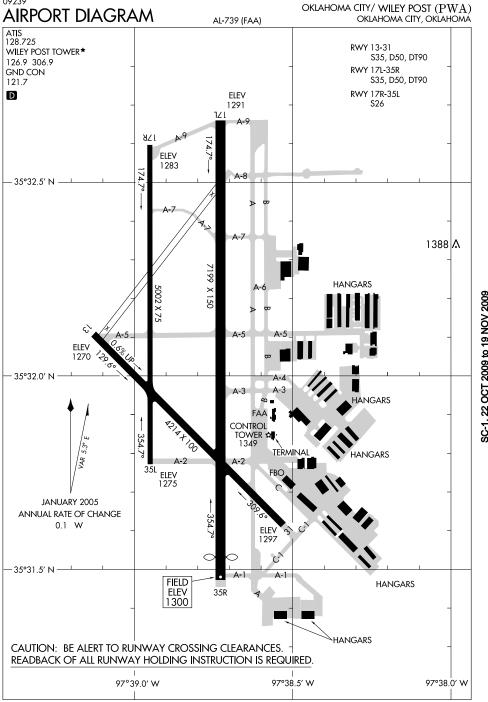


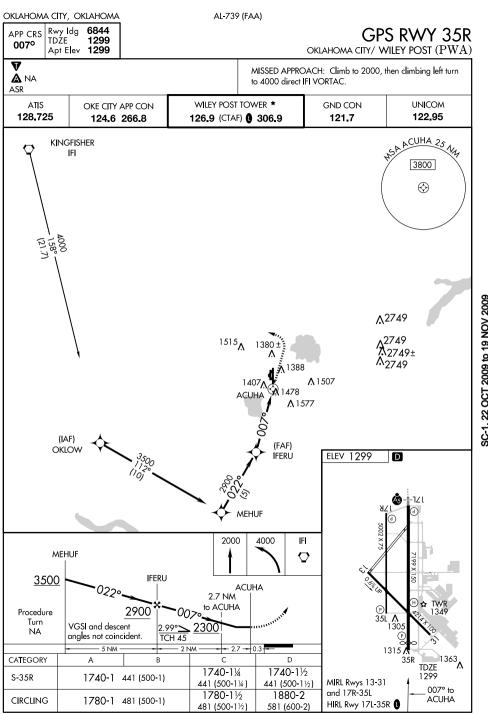


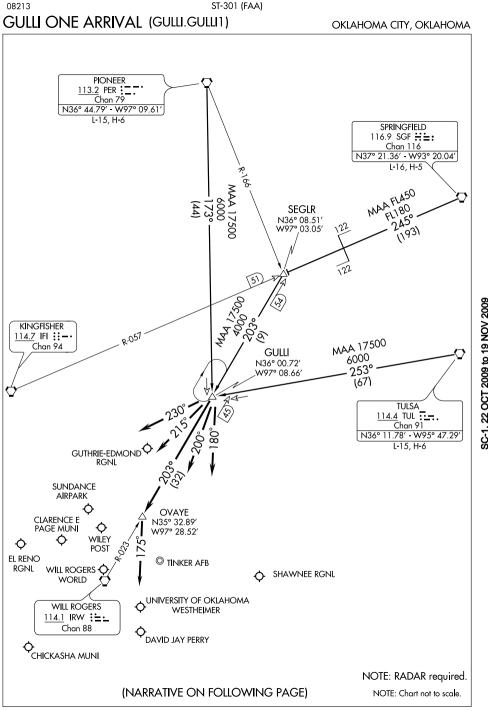












# ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GUILINT Thence

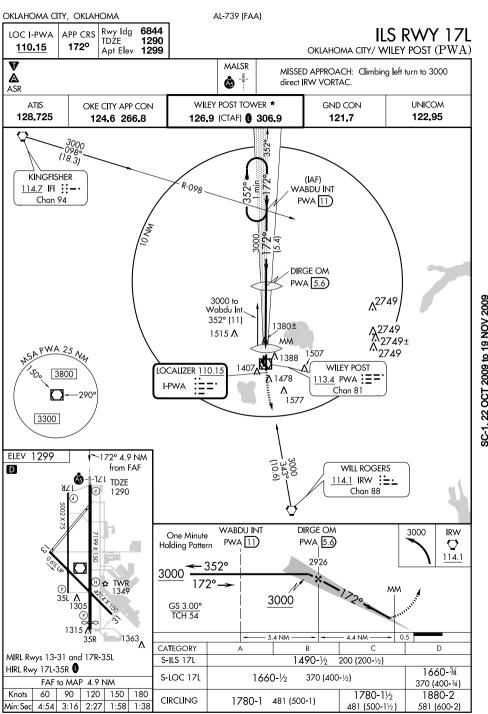
SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . . TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to

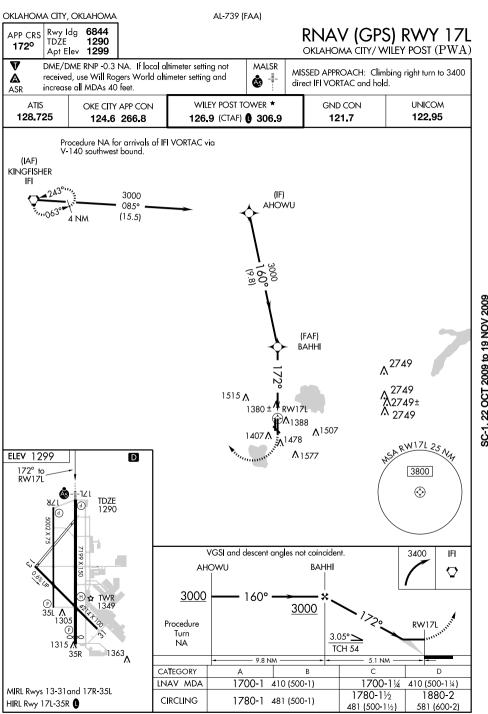
## ALL AIRCRAFT LANDING NORTH:

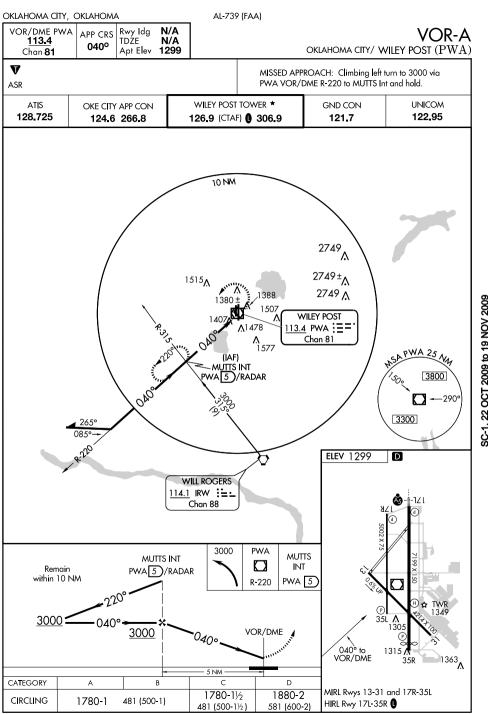
GULLINT. Thence . . . .

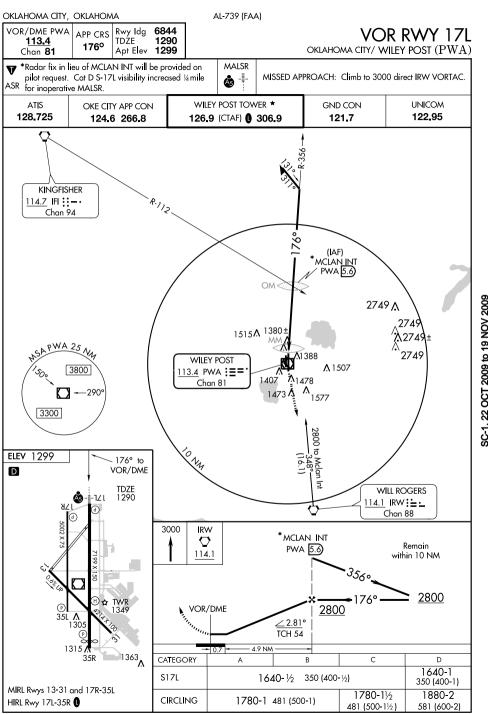
- .... For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.
- . . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.
- .... For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

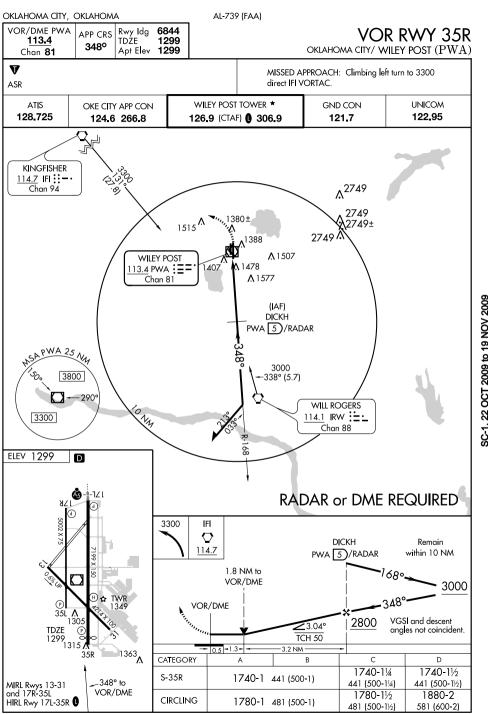
- .... For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.
- . . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.
- .... For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final
- approach course.

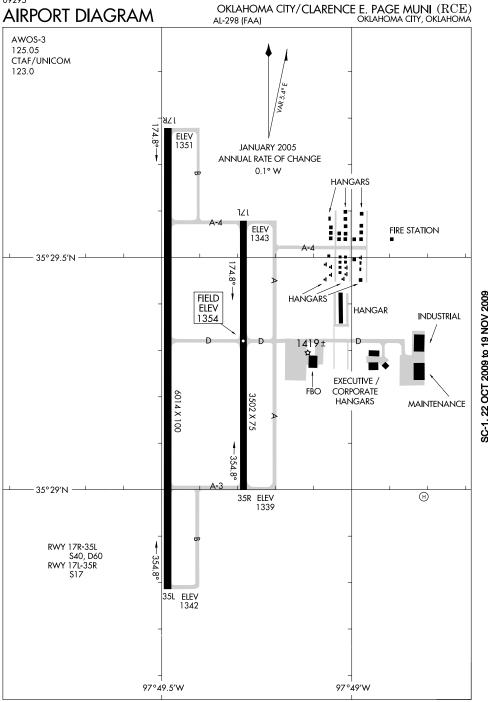


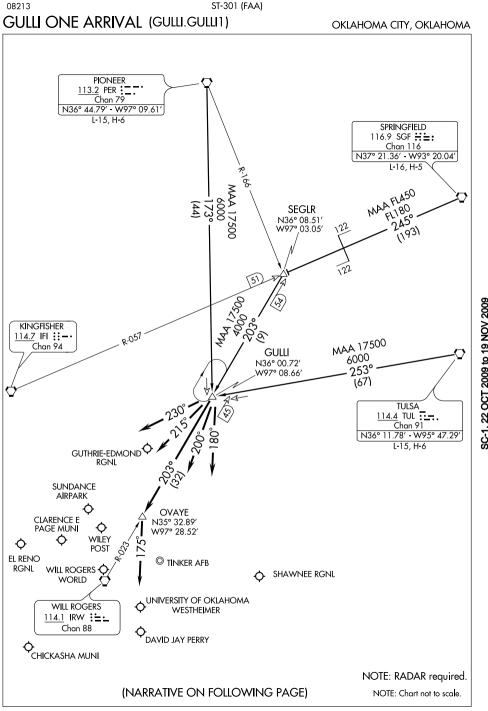












# ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GUILINT Thence

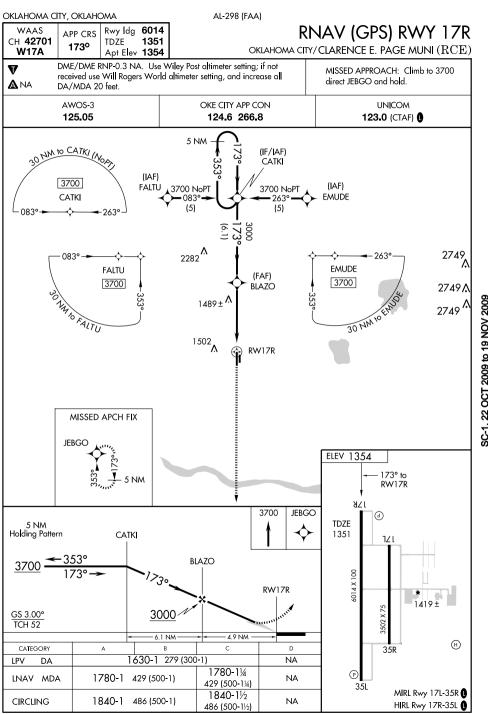
SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . . TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to

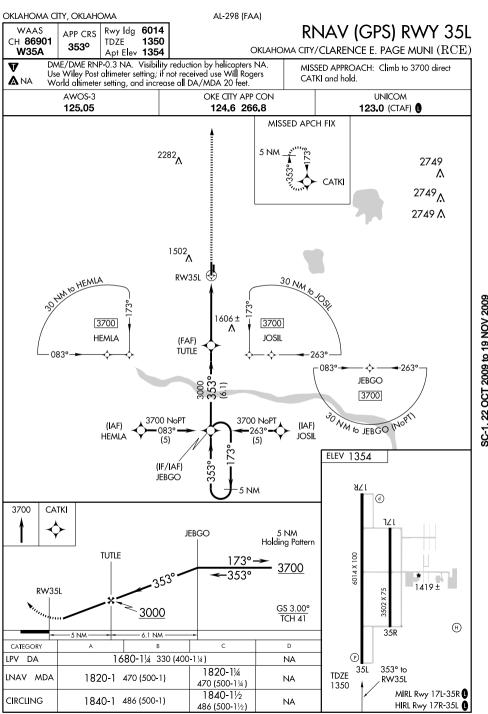
## ALL AIRCRAFT LANDING NORTH:

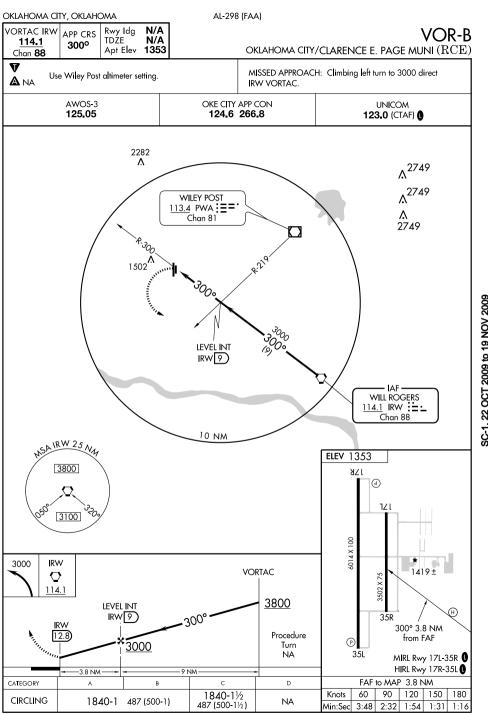
GULLINT. Thence . . . .

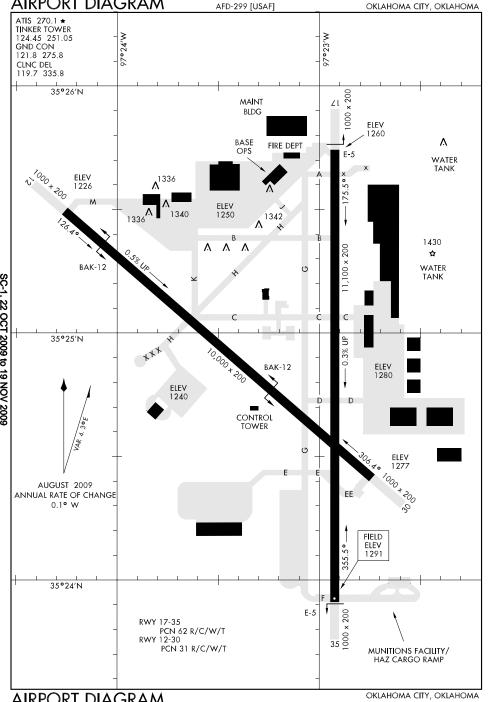
- .... For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.
- . . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.
- .... For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

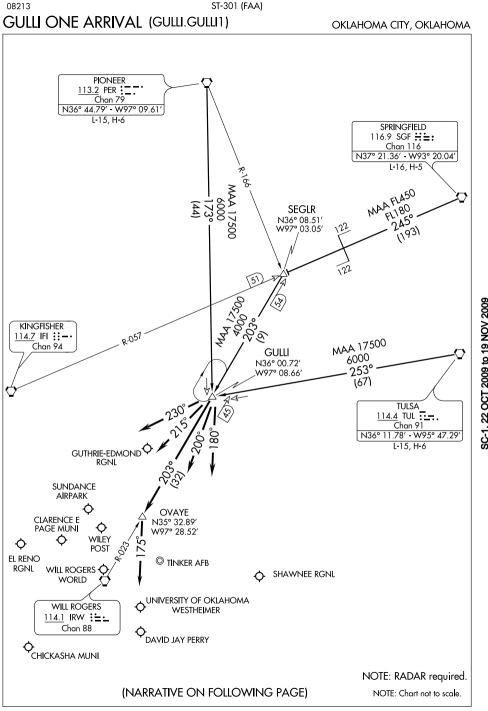
- .... For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.
- . . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.
- .... For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final
- approach course.











# GULLI ONE ARRIVAL (GULLI.GULLI1)

#### ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GUILINT Thence

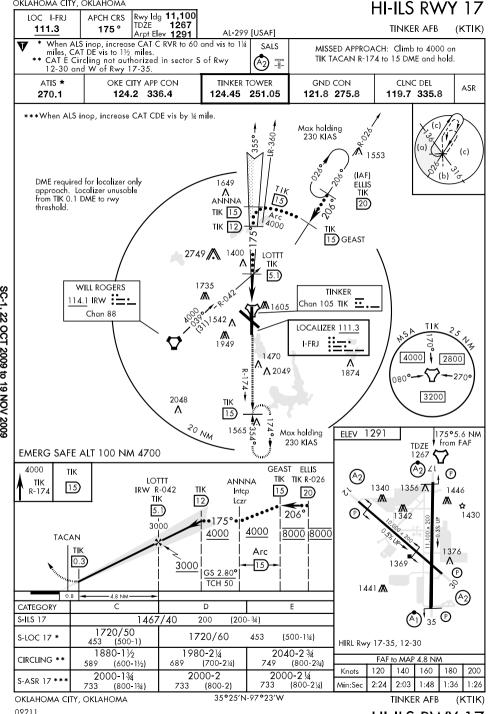
SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . . TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to

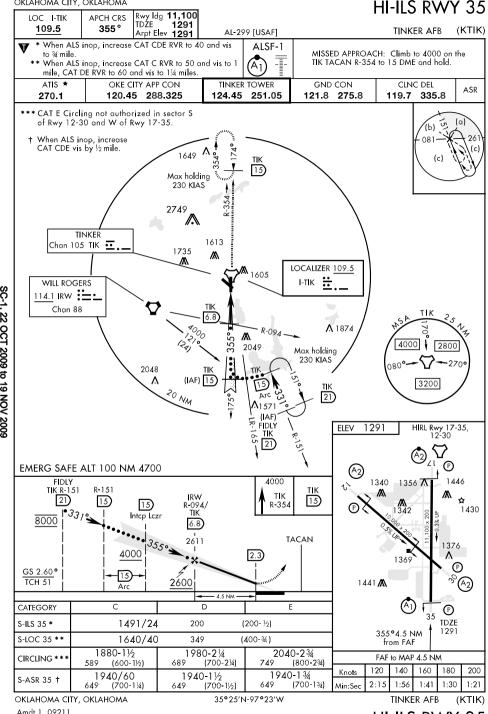
## ALL AIRCRAFT LANDING NORTH:

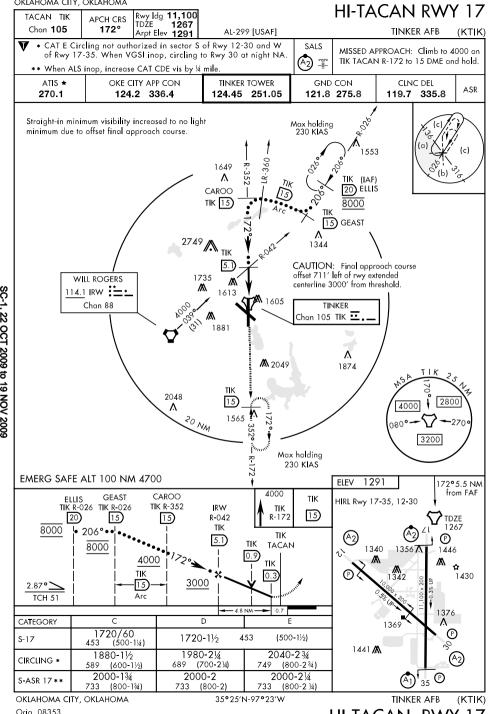
GULLINT. Thence . . . .

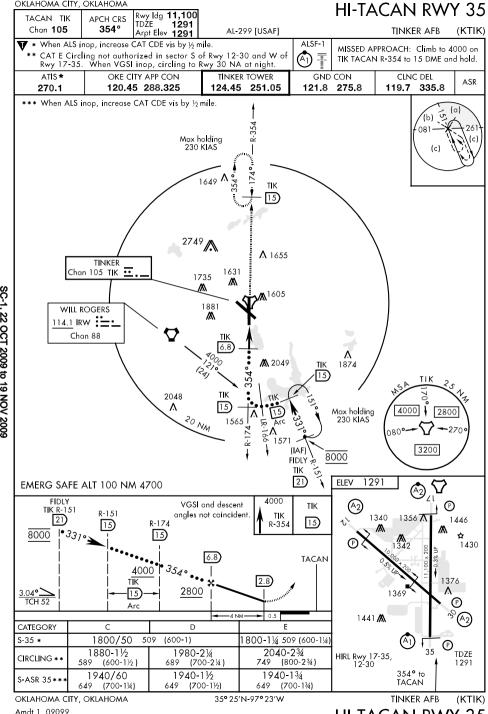
- .... For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.
- . . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.
- .... For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

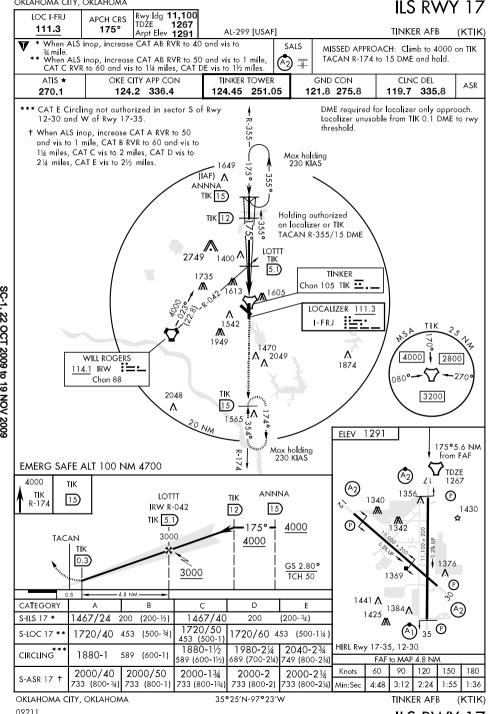
- .... For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.
- . . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.
- .... For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final
- approach course.



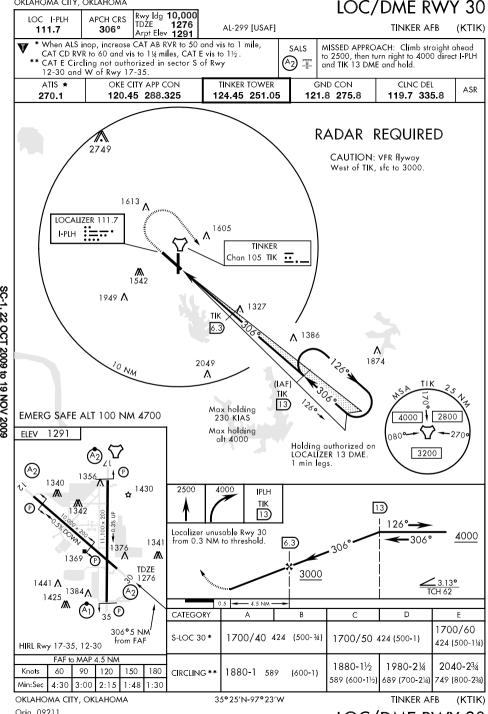


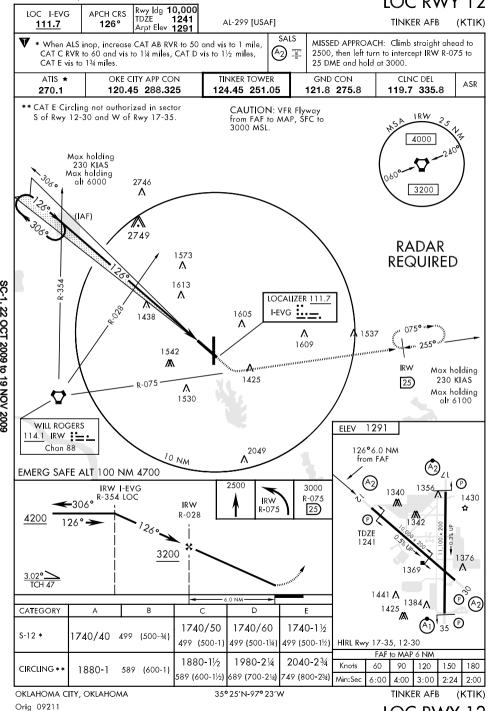


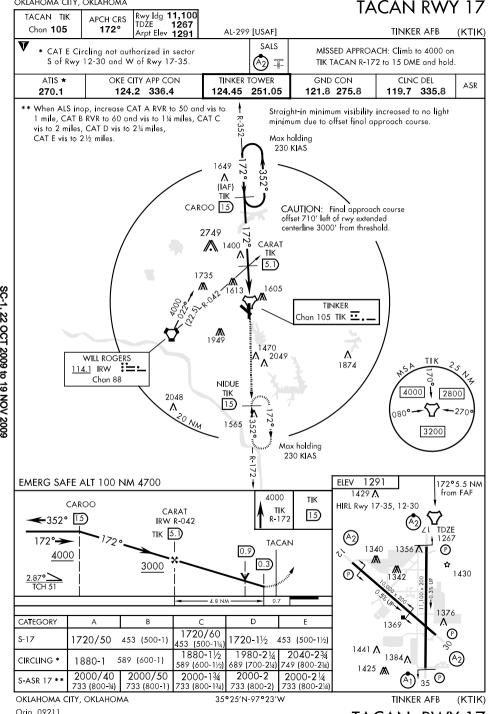


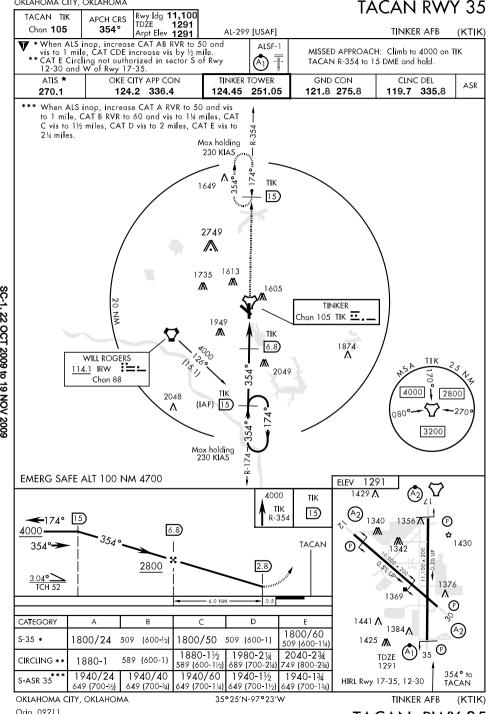


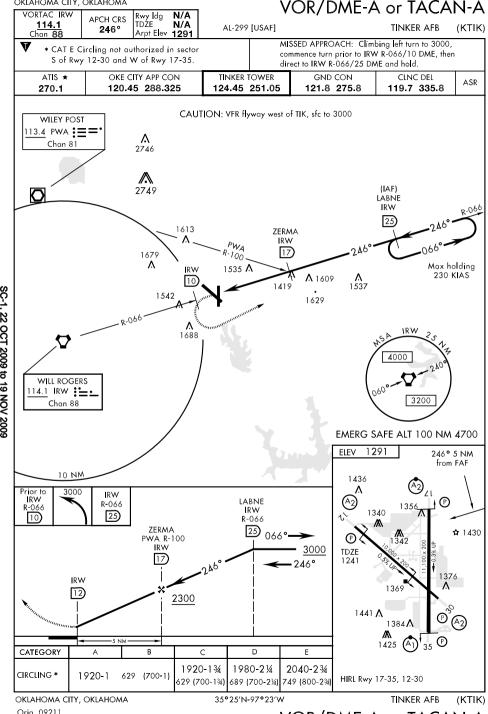
OKLAHOMA CITY. ILS RWY 35 Rwy ldg 11,100 TDZE 1201 LOC I-TIK APCH CRS 109.5 355° TINKER AFB Arpt Elev **1291** AL-299 [USAF] (KTIK) \* When ALS inop, increase CAT ABCDE RVR to 40 and vis to 3/4 mile ALSF-1 MISSED APPROACH: Climb to 4000 on When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, TIK TACAN R-354 to 15 DME and hold. CAT DE RVR to 60 and vis to 11/4 mile. ATIS ★ OKE CITY APP CON TINKER TOWER GND CON CLNC DEL ASR 270.1 124.2 336.4 124.45 251.05 1218 2758 119.7 335.8 \*\*\* CAT E Circling not authorized in sector S of Rwy 12-30 and W of Rwy 17-35. When ALS inop, increase CAT A RVR to 50 and vis to 1 mile, CAT B RVR to 60 and vis to 11/4 miles, CAT C Max holding vis to 134 miles, CAT D vis to 2 miles, CAT E vis to 230 KIAS 21/4 miles. TIK 15) 2749 LOCALIZER 109.5 I-TIK 1613 1735 ⋒ **////** 1605 TINKER Chan 105 TIK 🙃 1949 . ₩ T<u>I</u>K **₹**000 6.8 1250 R-094 WILL ROGERS 115.11 1874 114.1 IRW :<u>=</u>: 2049 4000 2800 Chan 88 (IAF) TIK 080 2048 Λ 3200 1565 50 NW Max holding Holding authorized on LOCALIZER 230 KIAS or TIK R-174/15 DME. **ELEV** 1291 R-174 EMERG SAFE ALT 100 NM 4700 4000 1340 1356 🔨 TIK 1430 TIK 15 15) IRW R-354 **←**175° R-094 4000 6.8 355°**→** <sup>3</sup>55°, TACAN 1376 ۸ 1369 2.3 Œ GS 2.60 ° 2600 2611 TCH 51 1441 🔨 1384A 4.5 NM  $(\tilde{A}_1)$ 1425 🧥 CATEGORY Α В C D Е ® S-ILS 35 \* 200 1491/24 (200-1/2) TDZE 355°4.5 NM 1291 S-LOC 35 \*\* 1640/24 349 (400-1/2) 1640/40 349 (400-34) from FAF CIRCLING \*\*\* 1880-11/2 1980-21/4 2040-23/4 1880-1 589 (600-1) FAF to MAP 4.5 NM 589 (600-1½) 689 (700-2¼) 749 (800-2¾) 120 150 180 Knots 60 1940/40 1940/60 1940-11/9 1940-134 1940/24 S-ASR 35 † 649 (700-1/2) 649 (700-34) 649 (700-1¼) 649 (700-1½) 649 (700-1¾) 4:30 3:00 2:15 1:30 Min:Sec 35°25′N-97°23′W OKLAHOMA CITY, OKLAHOMA (KTIK) TINKER AFB

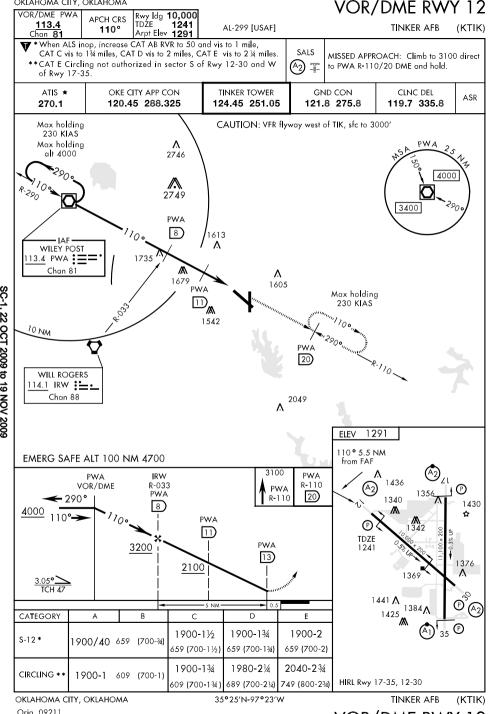


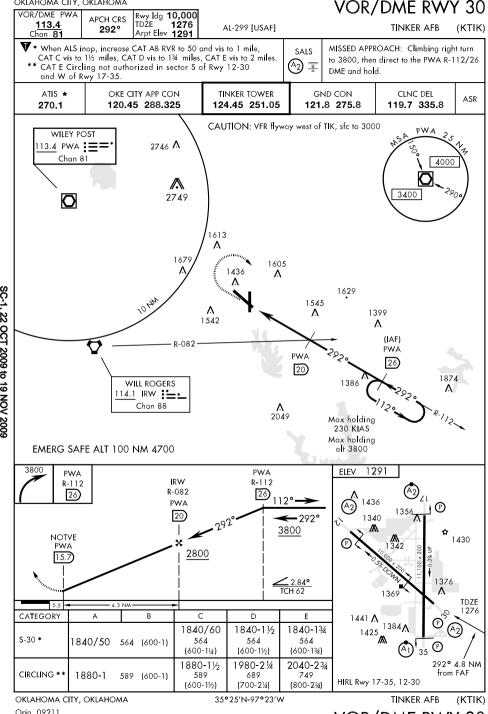


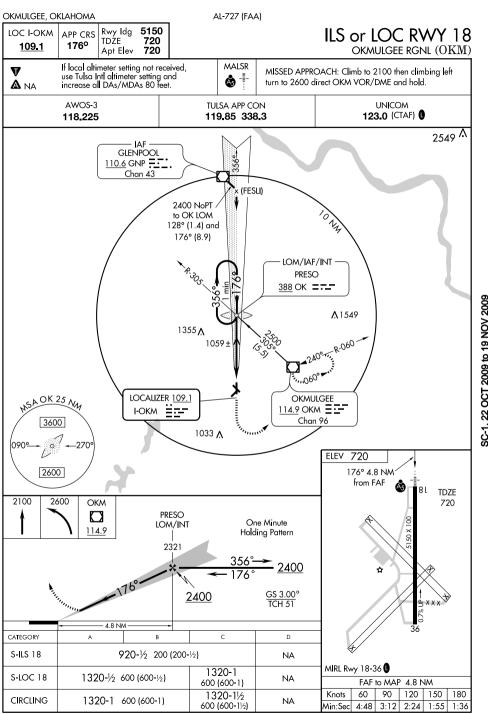


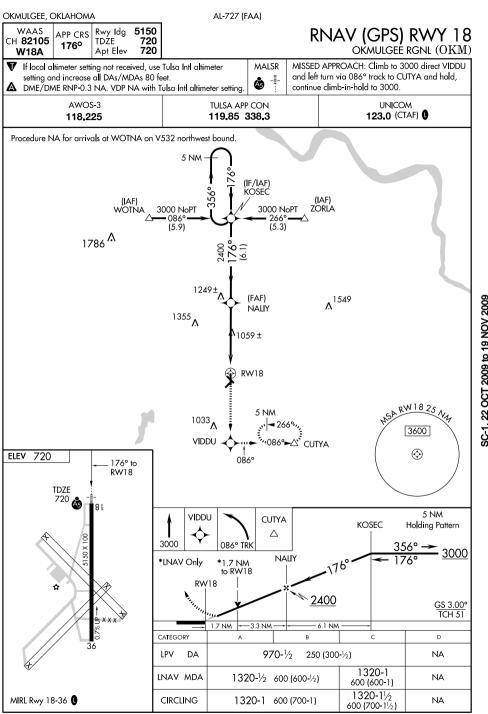


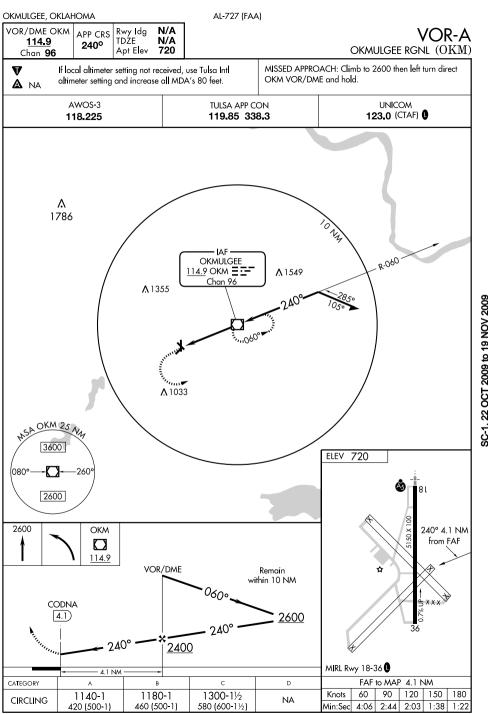


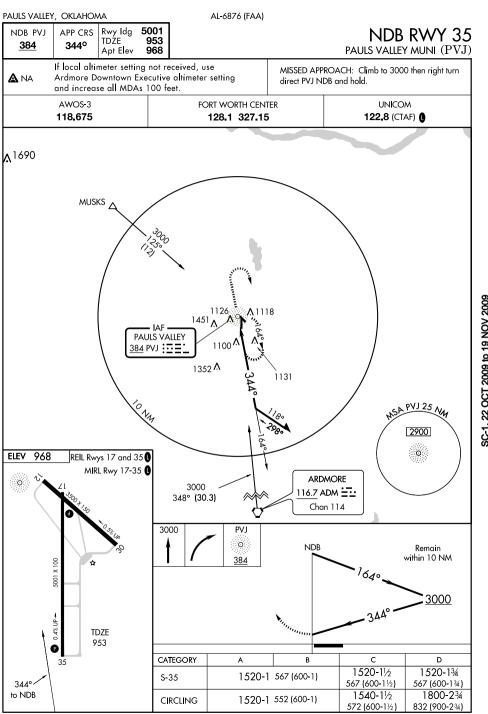


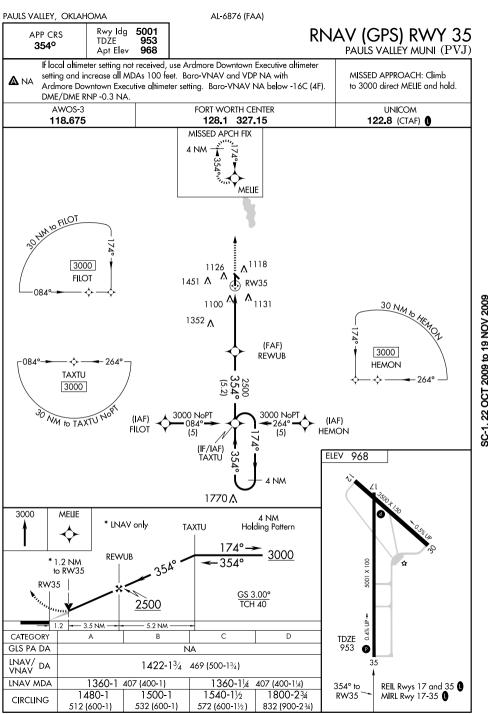


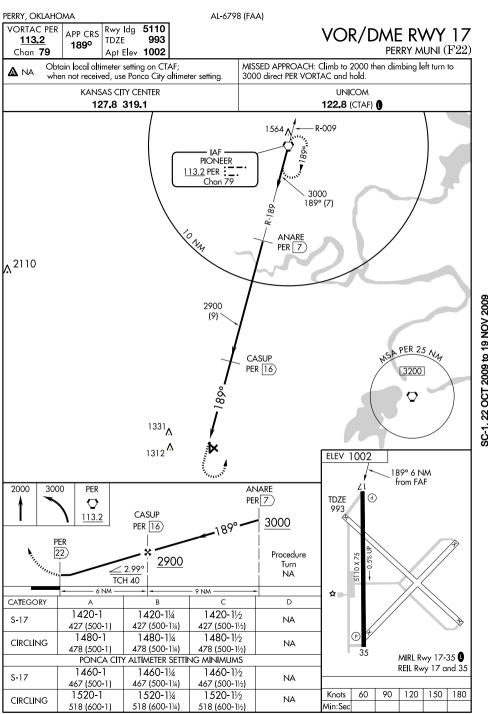


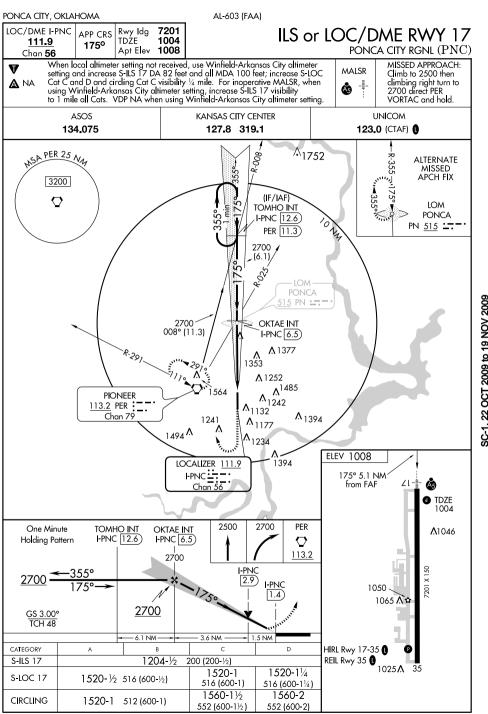


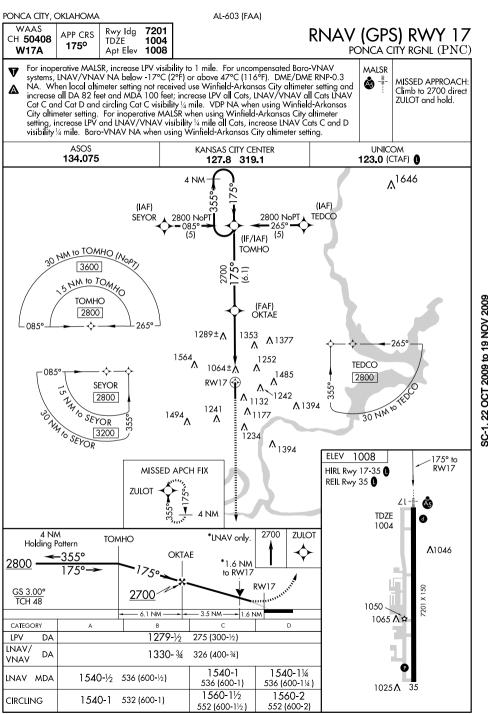


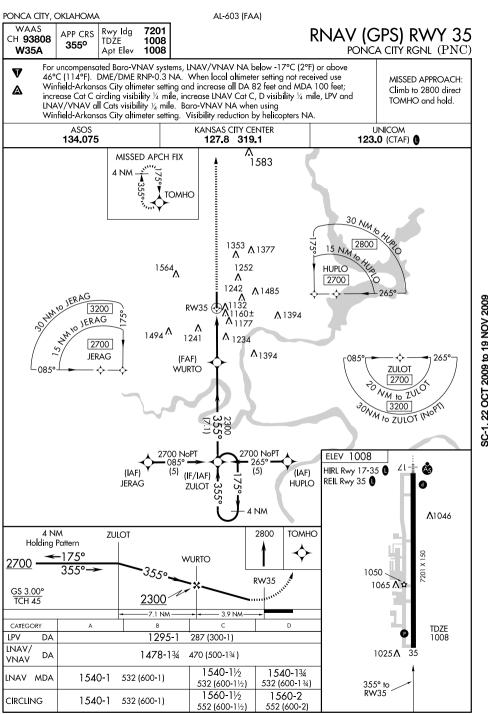


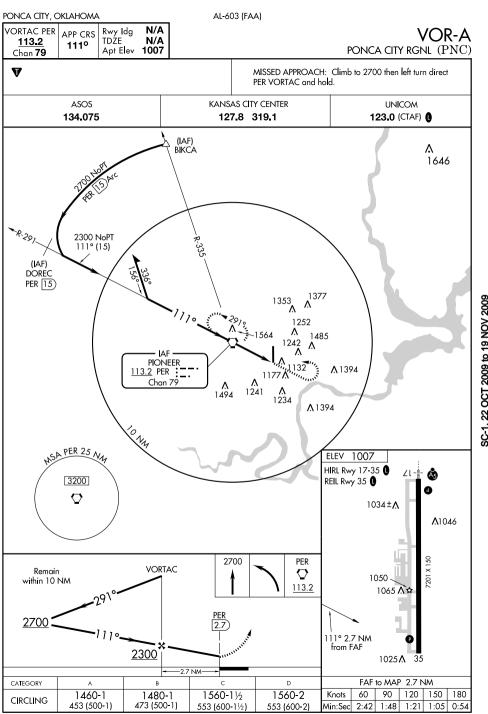


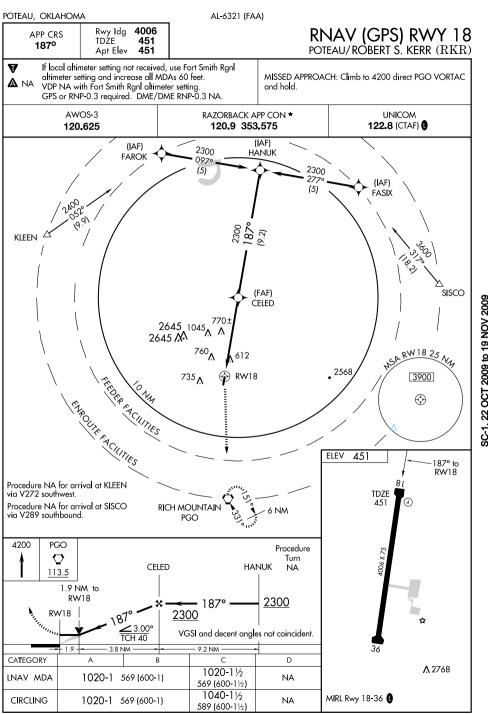


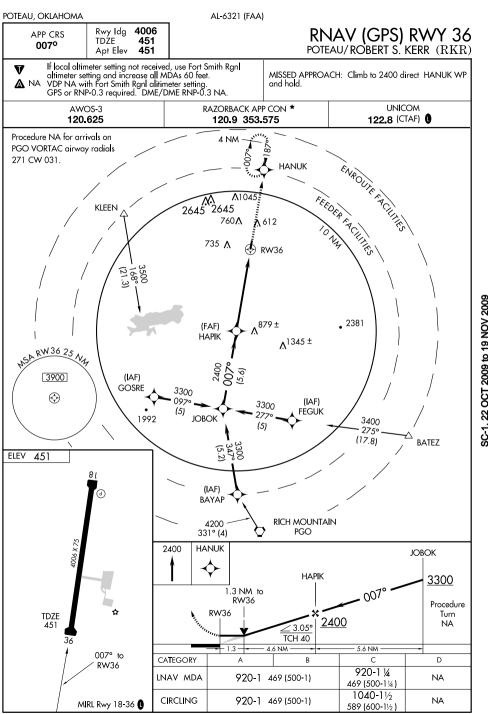


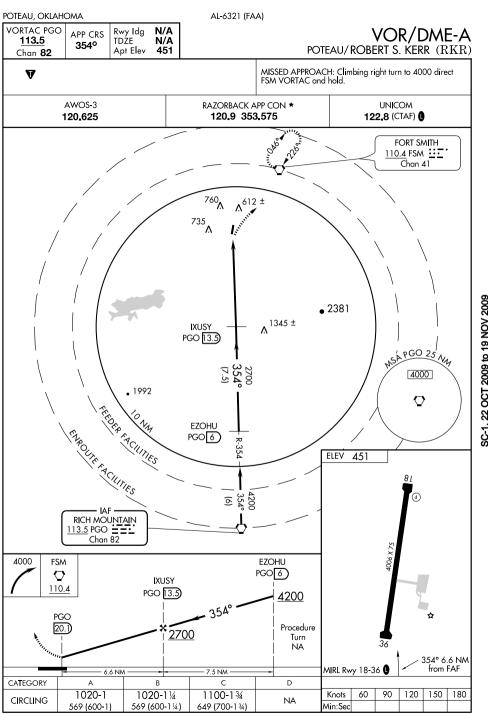


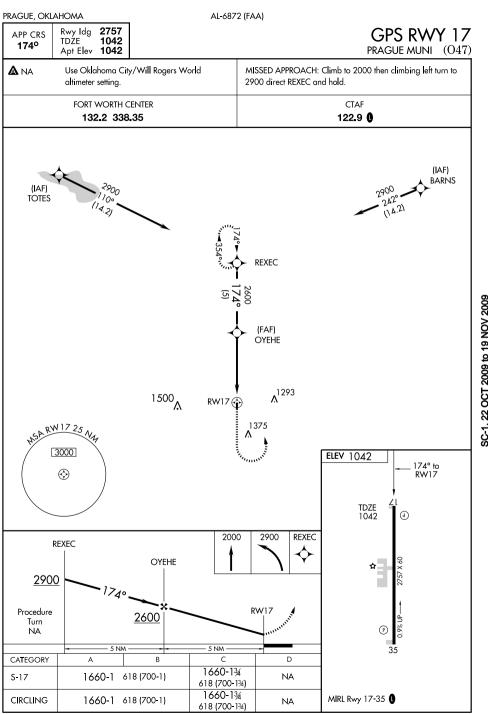


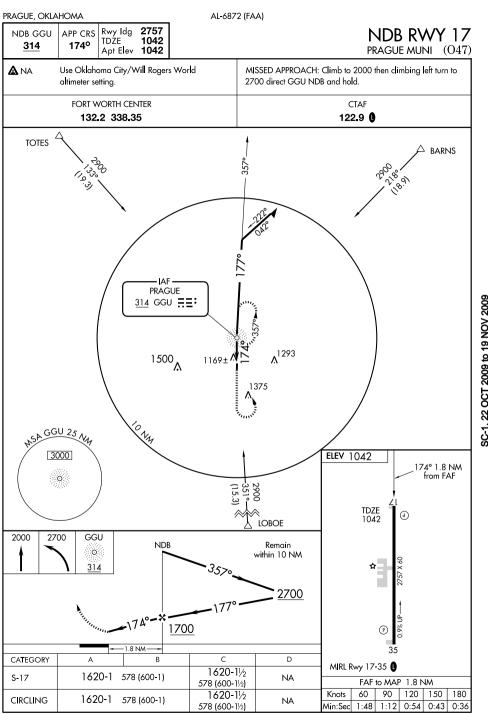


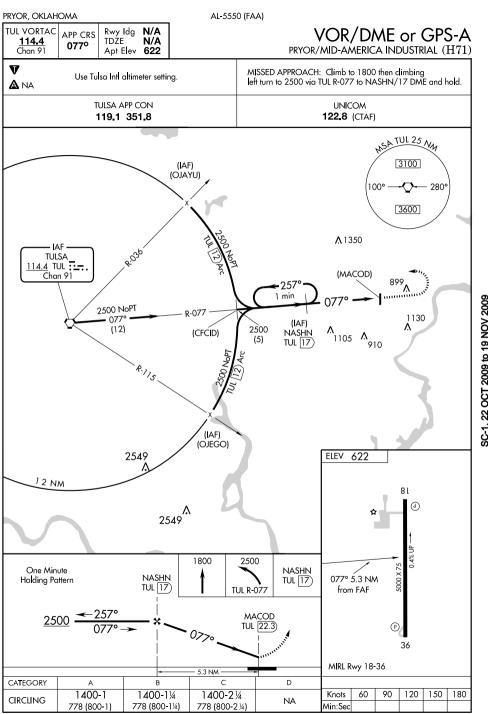


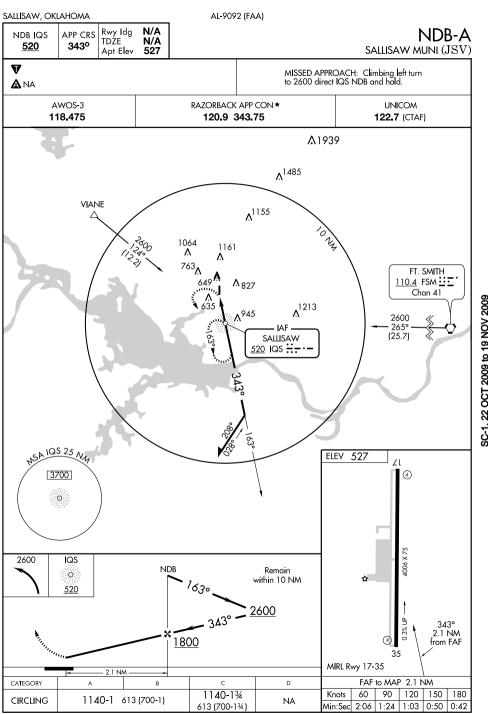


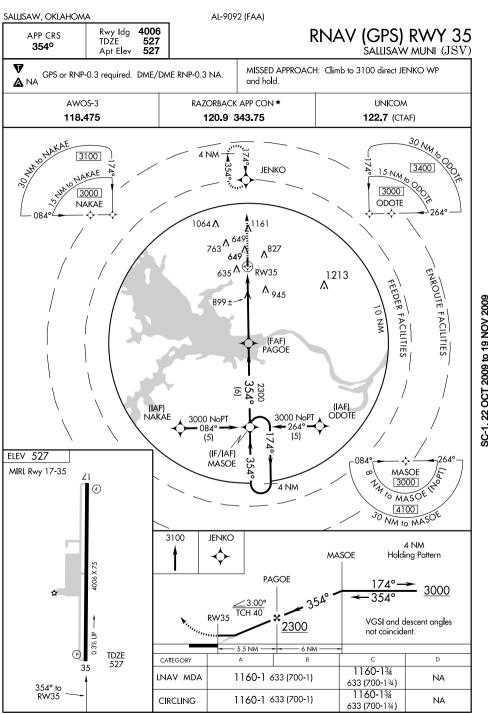


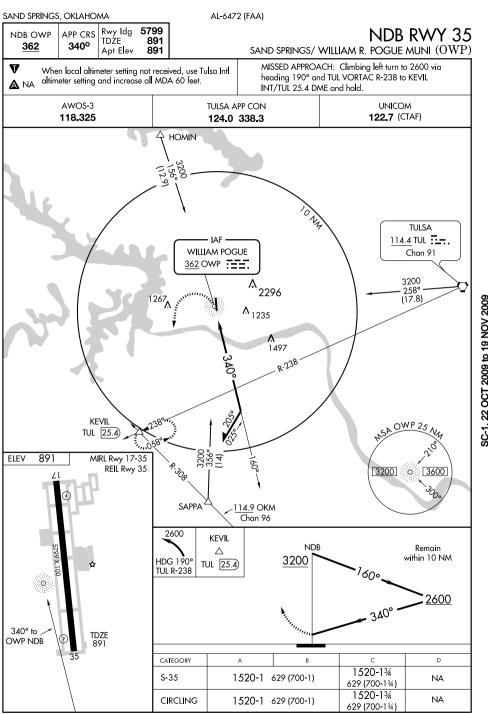






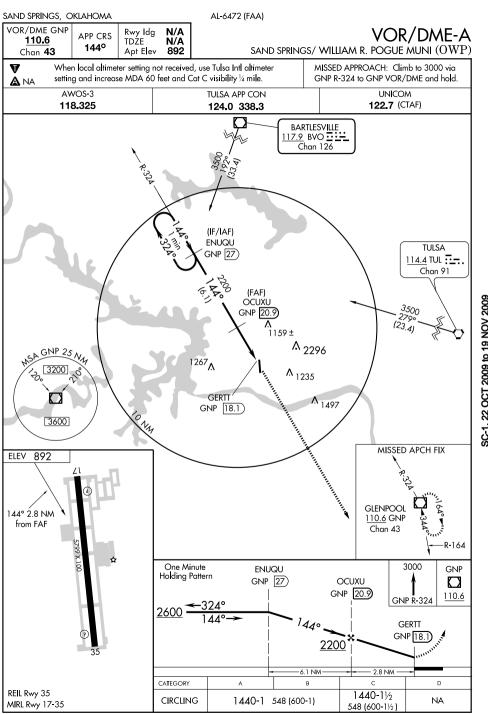


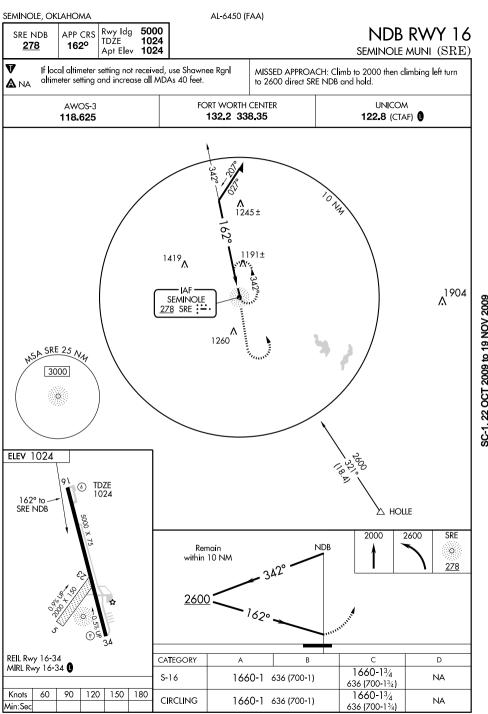


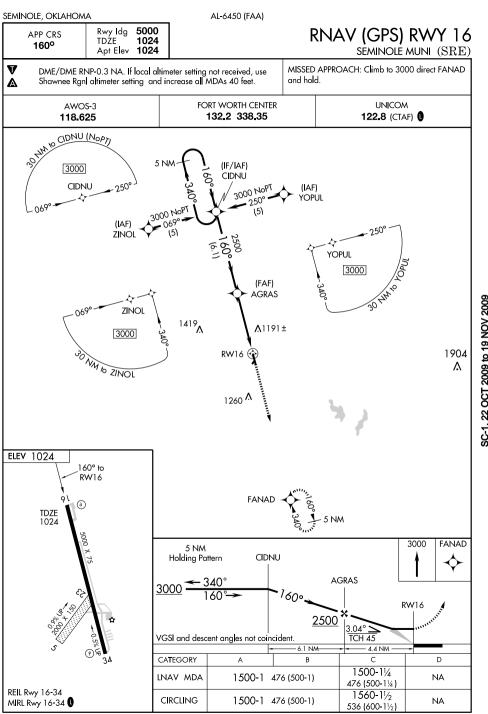


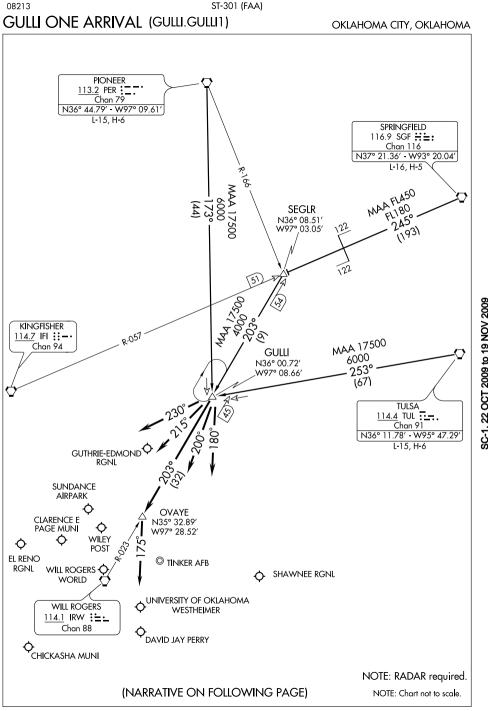
SC-1 22 OCT 2009 to 19 NOV 2009

SAND SPRINGS, OKLAHOMA				AL-6472 (FAA)			
WAAS CH <b>57912</b> <b>W35A</b>	.PP CRS <b>349</b> °	Rwy Idg TDZE Apt Elev	5799 892 892	RNAV (GPS) RWY 35 SAND SPRINGS/ WILLIAM R. POGUE MUNI (OWP)			
Baro-VNAV NA when using Tulsa Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Tulsa Intl altimeter setting and increase all DA/MDA 60 feet and increase LPV, LNAV/VNAV visibility ½ mile all Cats and LNAV and circling Cat C visibility ½ mile.							
AWOS-3 <b>118.325</b>				TULSA APP CON 124.0 338.3	UNICOM <b>122.7</b> (CTAF)		
MISSED APCI	H FIX	1267 <sub>A</sub>	RW35	2296 Λ Λ <sup>1235</sup>	Procedure NA for arriv VORTAC airway radio	TULSA TUL	
984 ± 1497  SEARS  PENNN 2.6 NM to RW35							
(IF/IAF) ACERT  (IAF) DARRO  2800 NoPT 259° (IS)  2800 NoPT 259° (IAF) 2800 NoPT 259° (IAF) 3600  3600							
TDZE 892  IDZE 1NAVNA				4 NM SON OKML	JF) JILGEE	A 2204 ±	
			* LNA	44	ACERT	4 NM Holding Pattern 69° → 349° 2800	
			RW35	*1760 2.6 NM 1.9 NM	2400 6.5 NM	GS 3.00° TCH 45	
			CATEGORY	A B	С	D	
			LPV DA  LNAV/ VNAV DA	1202-1 310 (400-1) 1317-1½ 425 (500-1½)		NA NA	
			LNAV MDA			NA	
MIRL Rwy 17-35 REIL Rwy 35	-	349° to RW35	CIRCLING	1440-1 548 (600-1)	1440-1½ 548 (600-1½)	NA NA	









## ARRIVAL DESCRIPTION

PIONEER TRANSITION (PER.GULLI1): From over PER VORTAC via PER R-173 to GUILINT Thence

SPRINGFIELD TRANSITION (SGF.GULLI1): From over SGF VORTAC via SGF R-245 and IFI R-057 to SEGLR INT, then via IRW R-023 to GULLI INT. Thence . . . . TULSA TRANSITION (TUL.GULLI1): From over TUL VORTAC via TUL R-253 to

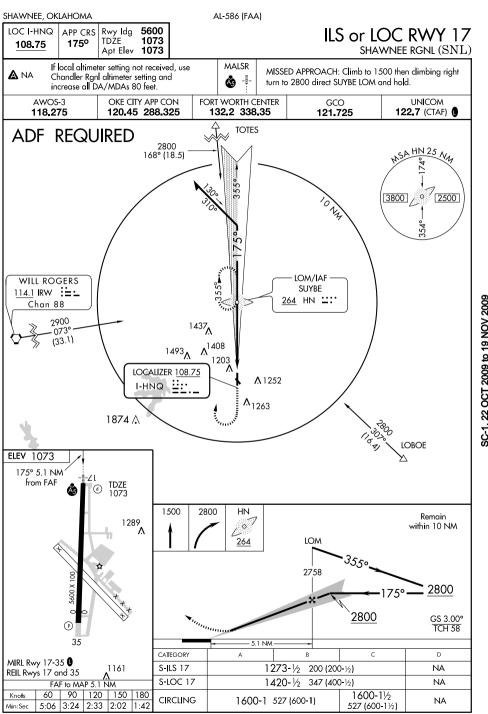
## ALL AIRCRAFT LANDING NORTH:

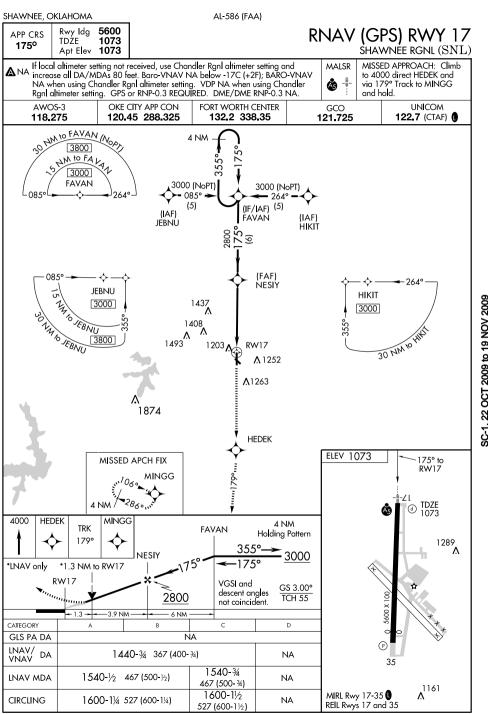
GULLINT. Thence . . . .

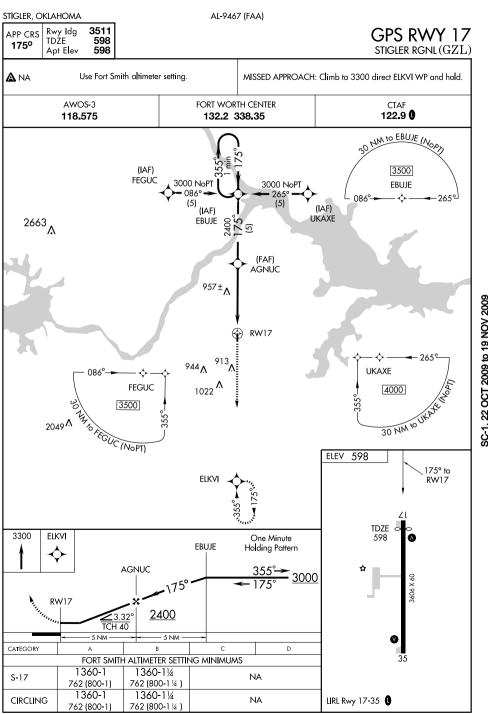
- .... For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.
- . . . . For OKC, OUN, 1K4, airports: Depart GULLI INT via IRW R-023 to OVAYE INT, then heading 175° for vector to final approach course.
- .... For TIK, SNL airports: Depart GULLI INT via heading 180° for vector to final approach course.

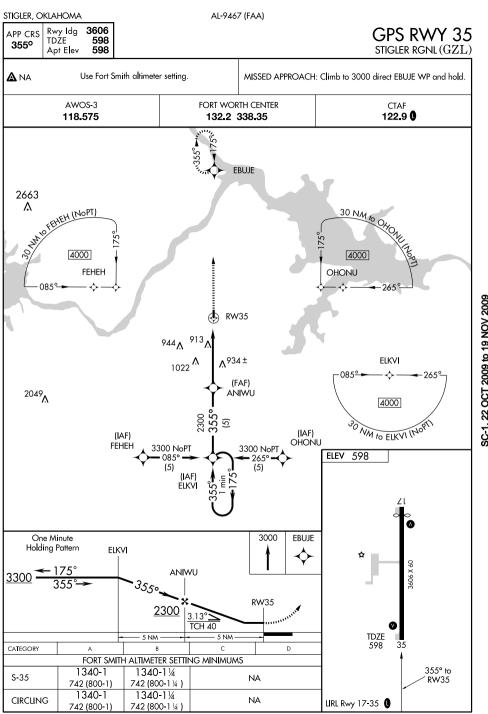
## ALL AIRCRAFT LANDING SOUTH:

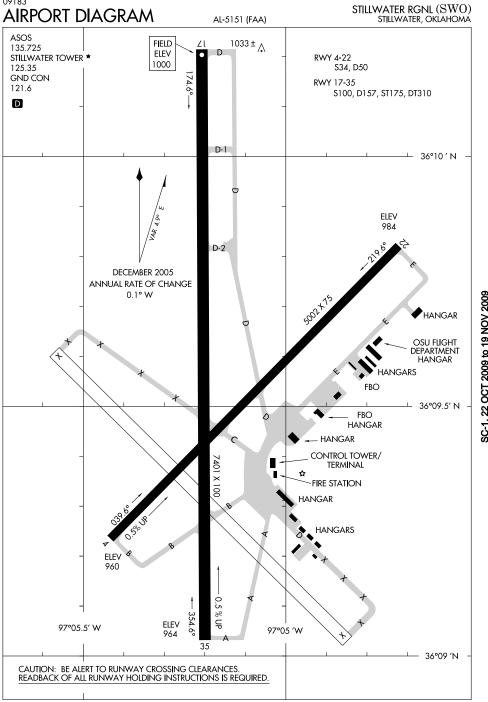
- .... For GOK, HSD, PWA, F29, RQO, CHK airports: Depart GULLI INT via heading 230° for vector to final approach course.
- . . . . For OKC, OUN, 1K4 airports: Depart GULLI INT via heading 215° for vector to final approach course.
- .... For TIK, SNL airports: Depart GULLI INT via heading 200° for vector to final
- approach course.

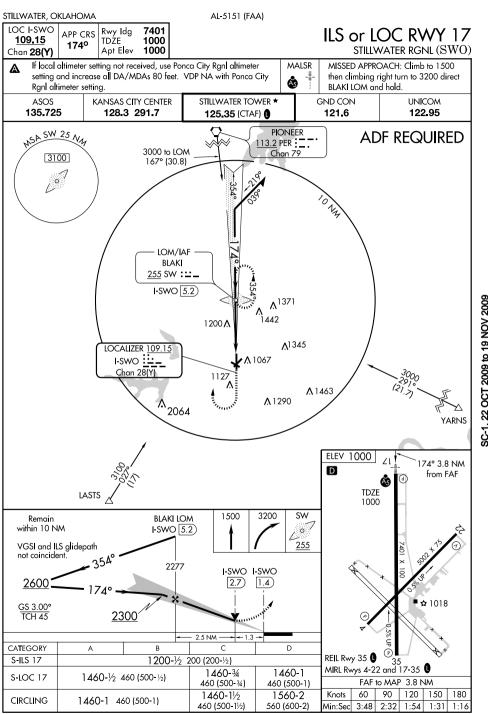


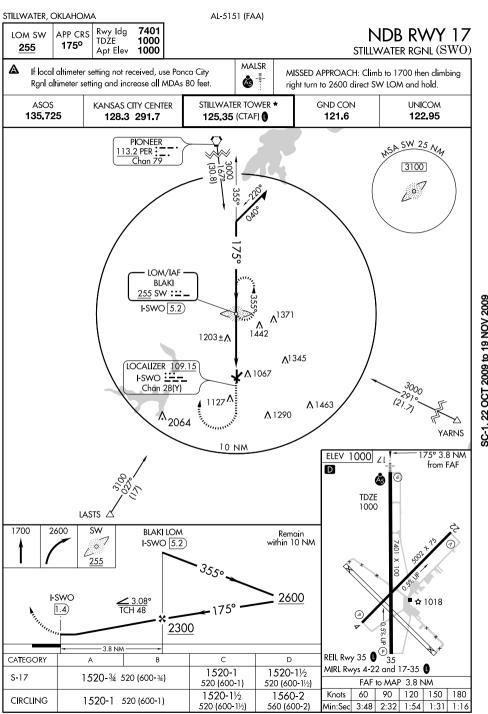


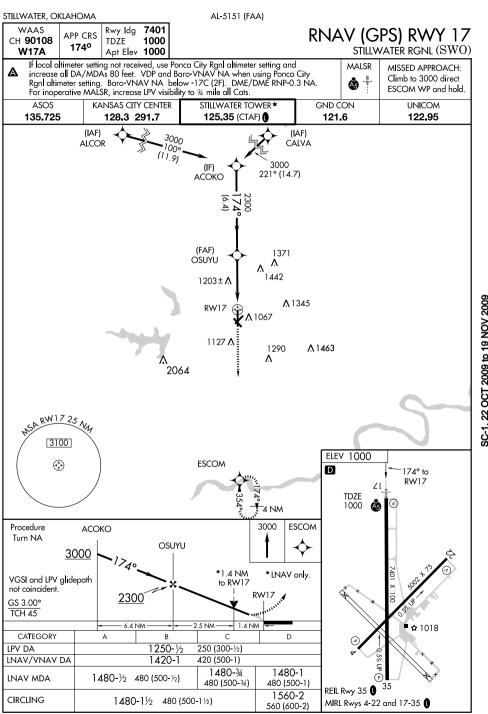


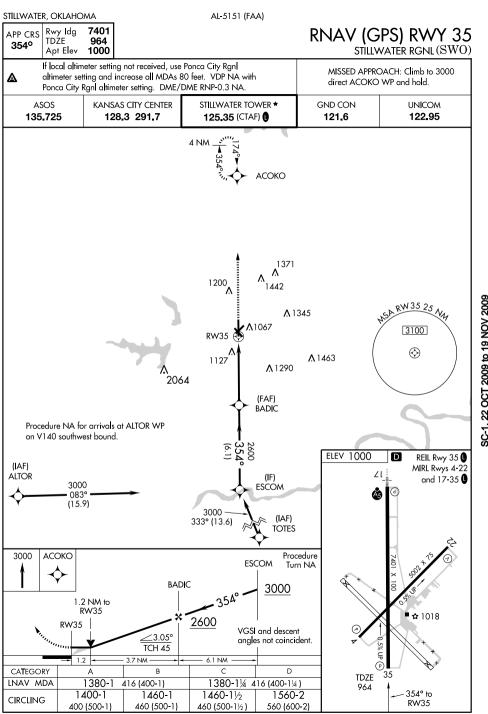


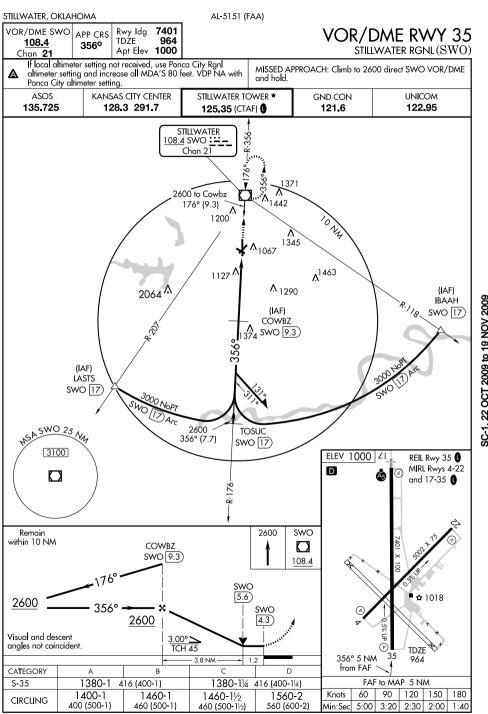


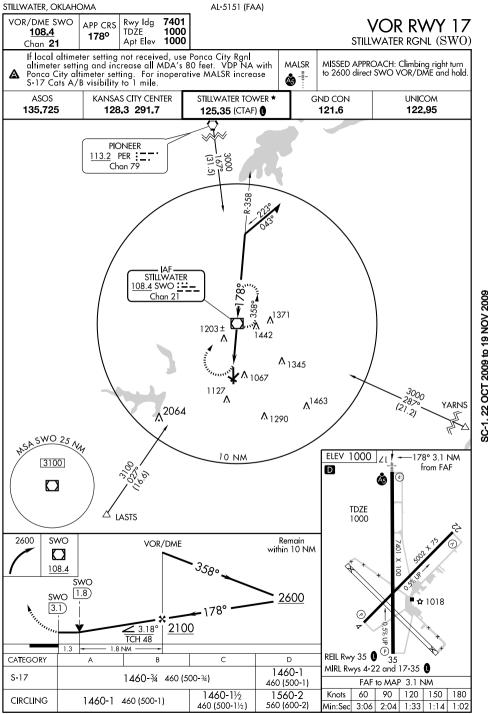


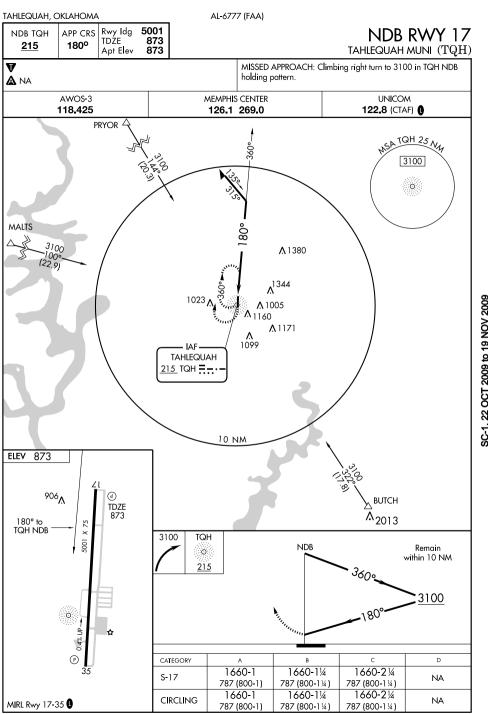


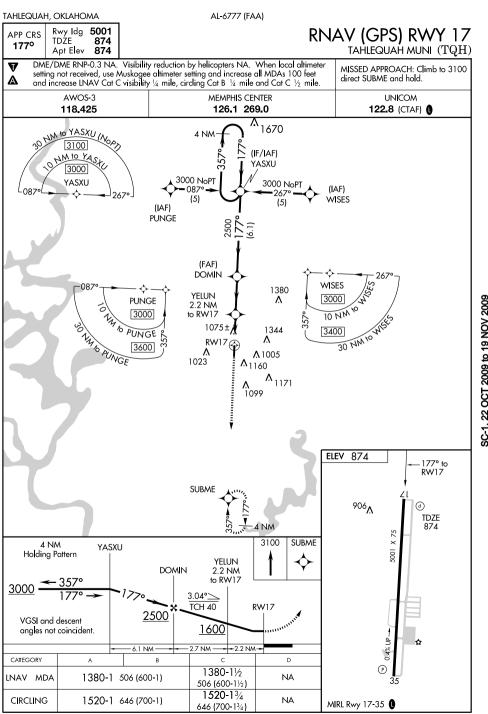


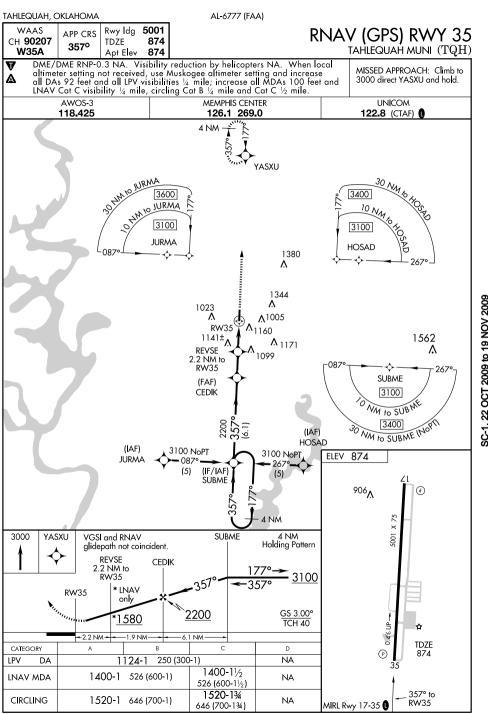


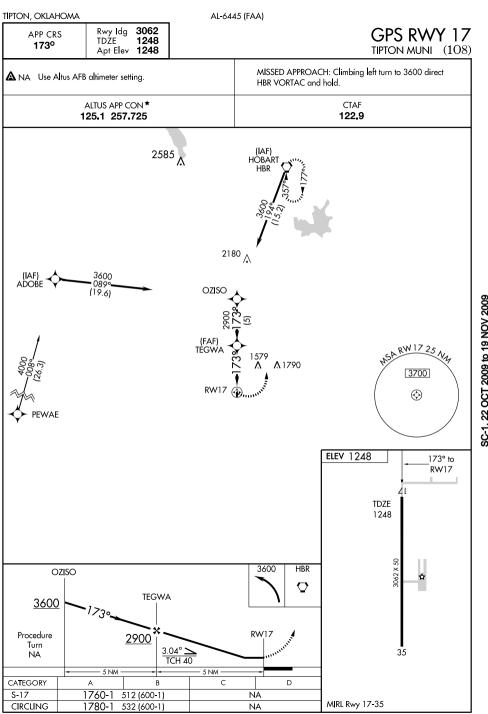


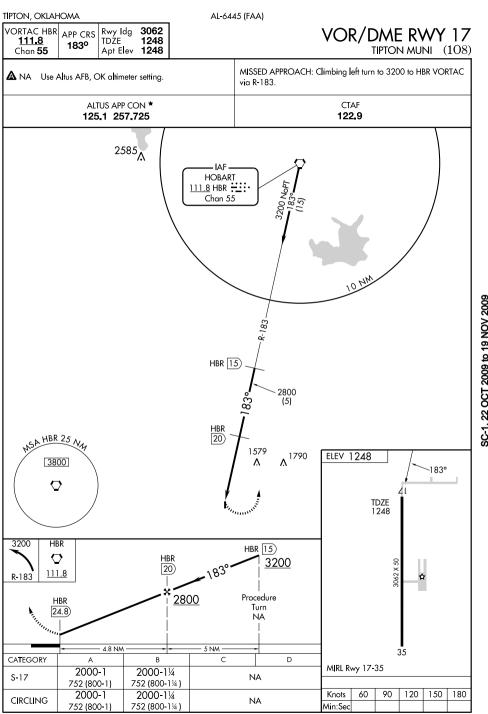


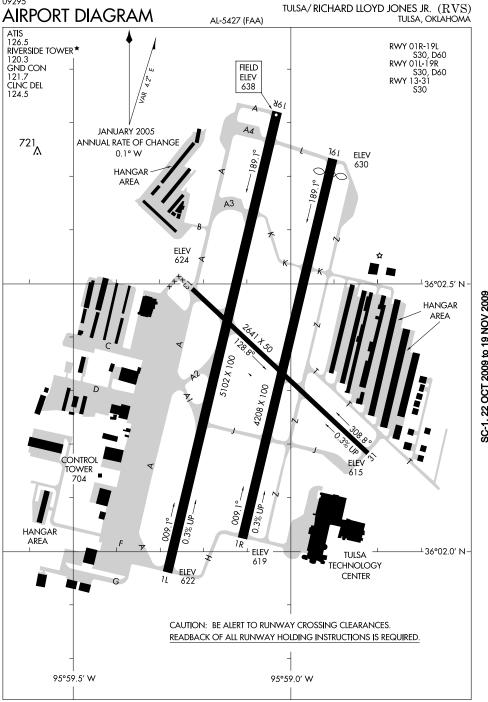




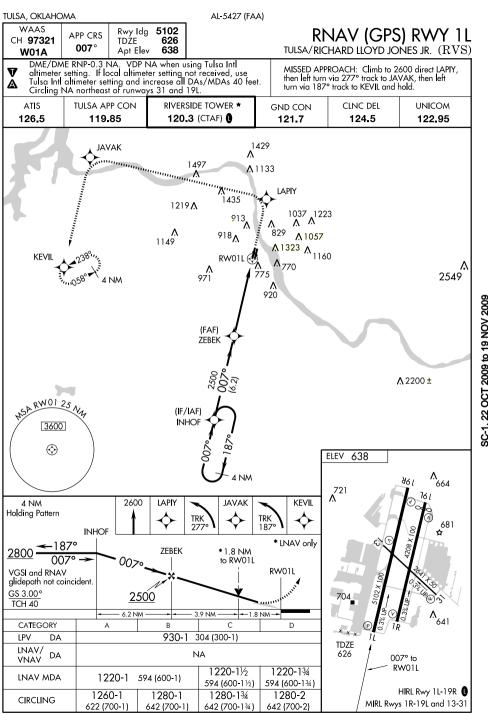








TULSA, OKLAHOMA AL-5427 (FAA) Rwy 1L Idg 5102 Rwy 1R Ida 4208 ILS or LOC RWY 1L LOC I-RVS APP CRS TDŹE 626 TDŹE 624 007° 109.95 TULSA/ RICHARD LLOYD JONES JR. (RVS)Apt Elev 638 Apt Elev 638 Circling NA northeast of Rwys 31 and 19L. If local altimeter MISSED APPROACH: Climb to 1500 then climbing setting not received, use Tulsa Intl altimeter setting; increase left turn to 2600 via heading 280° and TUL VORTAC DA to 856 feet; increase all MDAs 40 feet. R-238 to KEVIL INT/TUL 25.4 DME and hold. RIVERSIDE TOWER ★ TULSA APP CON CLNC DEL UNICOM ATIS GND CON 126.5 119.85 120.3 (CTAF) 0 121.7 124.5 122.95 114.4 TUL 1429 A **ALTERNATE** 1497 ^ MISSED APCH FIX 1133 A Chan ·P.201 Hdg 28081 8 1435 1 GLENPOOL 110.6 GNP = : ∧<sup>1223</sup> 829 Chan 43 ۸ **^** 1149 R-238 918 1 Λ 1057 **∧**1323 **∧ KEVIL ▲**238°''// 2549 TUL 25.4) LOCALIZER 109.95 MM< **1** 770  $oldsymbol{W}$ ۸ <sub>971</sub> ....058° 775 I-RVS ∧ 920 (IAF) **TRIST** OM/INT **1**897± 2800 SC-1 22 OCT 2009 to 19 NOV 2009 810± 291° (2.5) GLENPOOL 110.6 GNP == " Chan 43 GNP 25 N4 **∆** 2200 ± 2600 NoPT 3700 007° (6.1) 270 (IF INHÓF 2900 - IAF **OKMULGEE** 638 **ELEV** 114.9 OKM = -Chan 96 198 721 **∧** Remain TRIST 1500 2600 KFVII within 10NM OM/INT Δ 681 HDG TUL TUL 25.4) 280° R-238 2800 2512 0070 MM VGSI and ILS glidepath not coincident. 704 GS 3.00° 2600 TCH 40 ੀ TDZE ∧ 0.4 624 CATEGORY В D 007° 5.7 NM 826-34 TDZE S-ILS 1L 200 (200-3/4) from FAF 626 1120-11/4 1120-11/2 S-LOC 1L 1120-1 494 (500-1) HIRL Rwy 1L-19R 494 (500-11/4) 494 (500-11/2) MIRL Rwys 1R-19L and 13-31 SIDESTEP 1200-11/2 1200-2 1200-1 576 (600-1) FAF to MAP 5.7 NM RWY 1R 576 (600-2) 576 (600-1 1/2) 60 90 120 150 180 Knots 1260-1 1280 - 11280 - 134 1280-2 CIRCLING 622 (700-1) Min:Sec 5:42 3:48 2:51 2:17 1:54 642 (700-1) 642 (700-1%) 642 (700-2)



(TUL5.TUL) 08213 TULSA/ RICHARD LLOYD JONES JR. (RVS) TUISA FIVE DEPARTURE SL-5427 (FAA) TULSA, OKLAHOMA ATIS 126.5 CHANUTE RIVERSIDE TOWER ★ **FARMINGTON** 109.2 CNU ... 120.3 (CTAF) 115.7 FAM :== ' Chan 29 Chan 104 **CLNC DEL 124.5** N37°37.57′-W95° 35.61′ N37°40.41′-W90° 14.04′ TULSA DEP CON L-10-15, H-5 119.85 (RWYS 13, 19L, 19R) L-16, H-5 134.7 (RWYS 1L. 1R. 31) NEOSHO 117.3 EOS :..-Chan 120 N36°50.55′-W94° 26.14′ SPRINGFIELD 116.9 SGF **∺≟**: L-16. H-6 Chan 116 BARTLESVILLE N37°21.36′-W93° 20.04′ 117.9 BVO ...: 080° L-16. H-5 \_\_\_\_\_ Chan 126 N36°50 06′-W96° 01 10′ - 260°• • R-080 → L-15, H-6 RAZORBACK 116.4 RZC ---. Chan 111 TULSA 114.4 TUL ::-.. N36°14.79′-W94° 07.28′ KINGFISHER L-16. H-6 114.7 IFI ::-N36°11.78′-W95°47.29′ Chan 94 L-15, H-6 N35°48.32′-W98° 00.24′ L-15, H-6 WILL ROGERS 114.1 IRW := -Chan 88 FORT SMITH 110.4 FSM **::**-N35°21.52′ - W97°36.55′ Chan 41

T

ARDMORE

Chan 114

N34°12.69′-W97°10.10′

L-17, H-6

MAVERICK 113.1 TTT ≡ Chan 78 N32°52.15′-W97°02.43′ L-17, H-6

116.7 ADM =:-

## DEPARTURE ROUTE DESCRIPTION

McALESTER

11<u>2.0</u> MLC ----

Chan 57

N34°50.97′-W95°46.94′ L-17, H-6

L-15, H-6

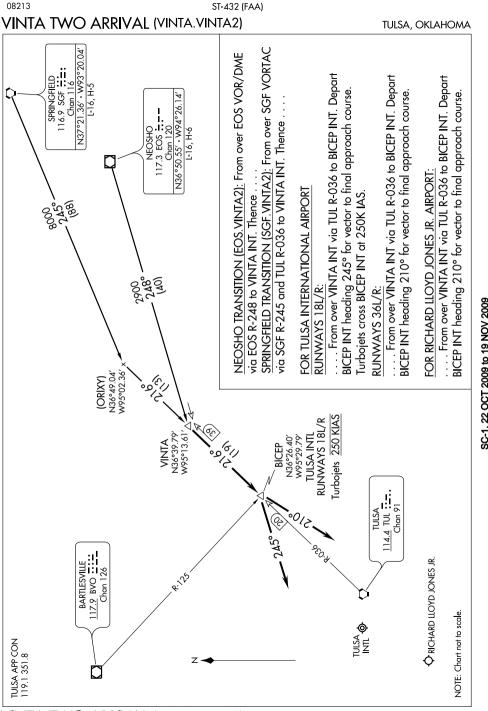
Fly runway heading, expect vector to assigned route. Maintain 15,000 feet or assigned lower altitude; expect further clearance to filed altitude ten minutes after departure.

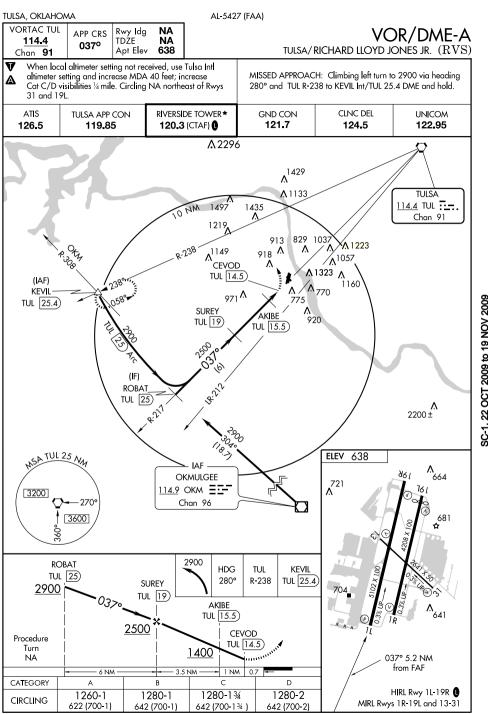
<u>LOST COMMUNICATIONS:</u> Proceed to and hold East of TUL VORTAC on the 080 radial. Climb to 15,000 or lower requested altitude, then proceed on course via filed route. Climb to requested altitude when established on course.

N35°23.30′-W94° 16.29′

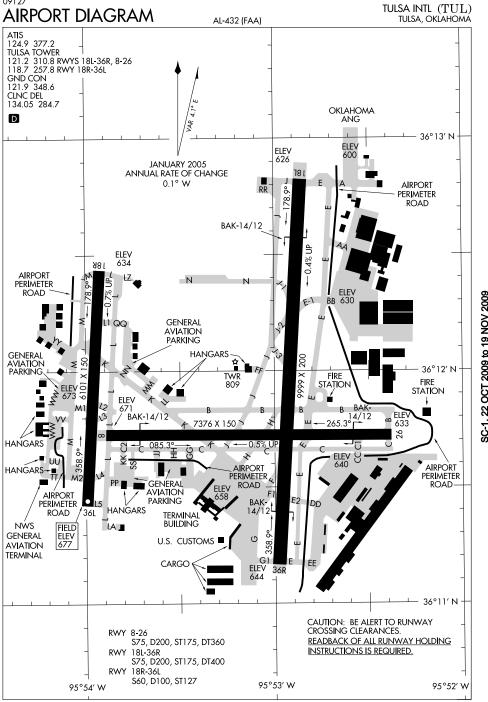
L-16. H-6

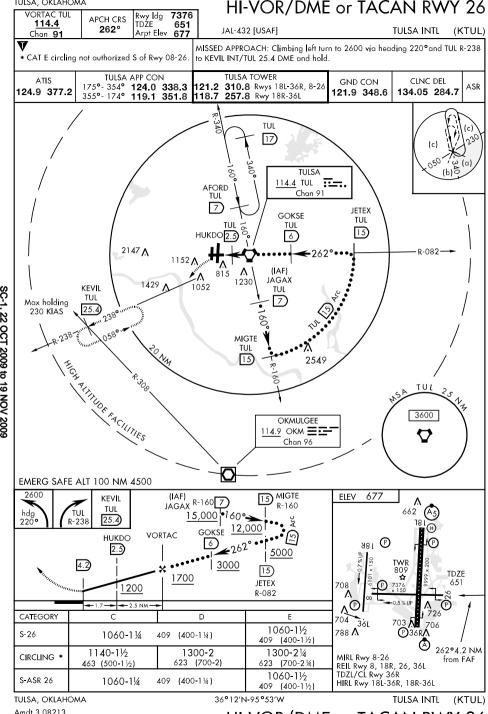
NOTE: Chart not to scale.

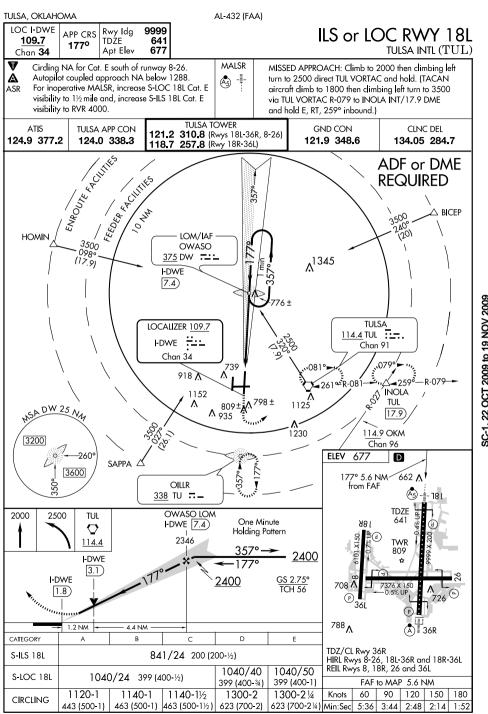


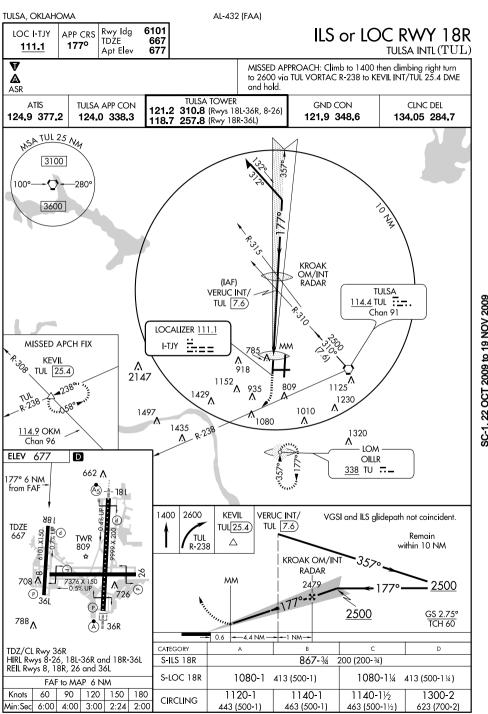


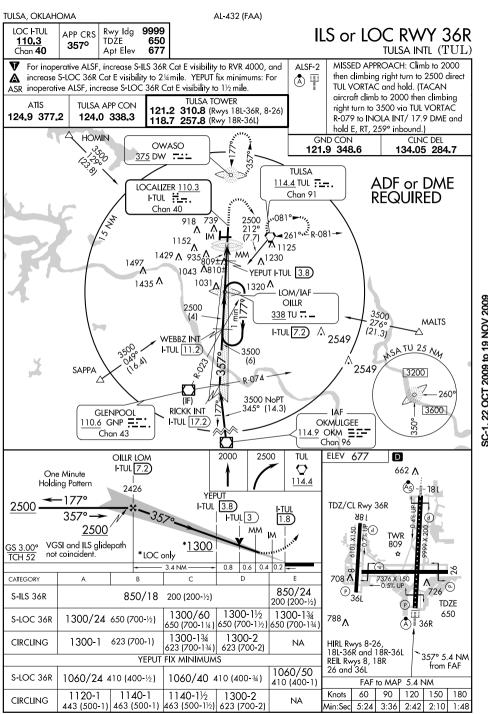
TULSA, OKLAHOMA AL-5427 (FAA) VOR/DME GNP Rwy Ida 5102 APP CRS VOR RWY 1L TDŹE 626 110.6 3440 Apt Elev TULSA/ RICHARD LLOYD JONES JR. (RVS) Chan 43 638 Circling not authorized northeast of Rwys 31 and 19L. MISSED APPROACH: Climb to 1500 then climbing left turn to If local altimeter setting not received; use Tulsa Intl 2600 via heading 280° and TUL VORTAC R-238 to KEVIL Int altimeter setting and increase all MDAs 40 ft. and hold TULSA APP CON RIVERSIDE TOWER ★ ATIS GND CON CLNC DEL UNICOM 126.5 119.85 120.3 (CTAF) 0 121.7 124.5 122.95 ↑ 1037 829 •13**∧** 114.4 TUL 918A-------<u>^</u>1223 ر 1149 KEVIL Chan 91 Λ 1057 TUL 25.4) **∧**1323 **∧**1160 **RORGE** 2549 GNP 6.3) Λ<sub>770</sub> Λ 775 971 Λ 5,,,,<sub>0</sub>58° ∧ 920 RICOL GNP 4.8) SAPPA Λ<sup>968±</sup> 2500 -0910 \_\_\_ IAF \_\_ GLENPOOL (9.6) SC-1 22 OCT 2009 to 19 NOV 2009 110.6 GNP ... Chan 43 2200 ± GNP 25 Ny 3700 2500 NoPT to GNP VOR/DME 270 310° (5.1) and 344° (10) 2900 IAF -OKMULGEE 114.9 OKM =--Chan 96 **ELEV** 638 ۸ 664 198 1500 2600 .721 **∧** VGSI and descent angles not coincident. TUL **KEVIL** VOR/DME Remain Hdg 280° R-238 Λ within 10 NM 681 \*RICOL ≤2.75° VDP NA when using TCH 40 GNP 4.8 Tulsa Intl altimeter 2500 344° setting. RORGE GNP 5.4) 2500 GNP 6.3 5102 x 100 \*1240 \*1280 when using Tulsa Intl altimeter setting. 0.9 NM 0.5 0.6 4.8 NM -CATEGORY C D 1240-134 1240-2 S-11 1240-1 614 (700-1) 614 (700-134) 614 (700-2) 344° 6.8 NM TDZE 1260-1 1280-1 1280-134 1280-2 from FAF CIRCLING 626 622 (700-1) 642 (700-1) 642 (700-1 34) 642 (700-2) HIRL Rwy 1L-19R RICOL FIX MINIMUMS MIRL Rwys 1R-19L and 13-31 1080-11/4 1080-11/2 S-1L 1080-1 454 (500-1) FAF to MAP 6.3 NM 454 (500-11/2) 454 (500-1 1/4 ) 60 90 120 150 180 Knots 1260-1 1280-1 1280-134 1280-2 CIRCLING Min:Sec 6:18 4:12 3:09 2:31 2:06 622 (700-1) 642 (700-2) 642 (700-1) 642 (700-134)

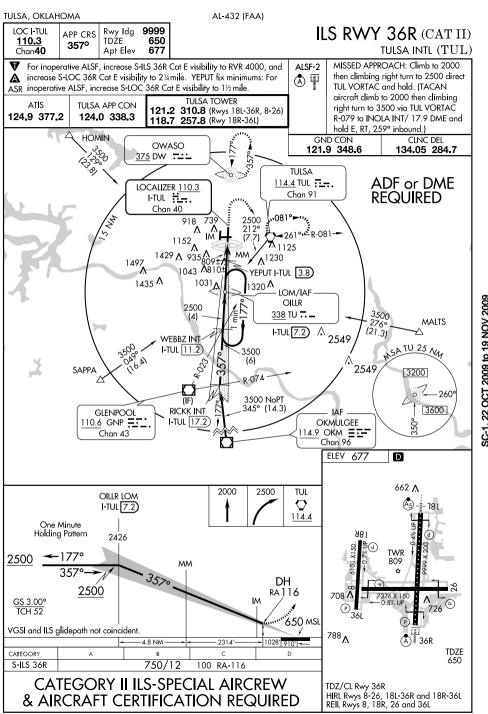


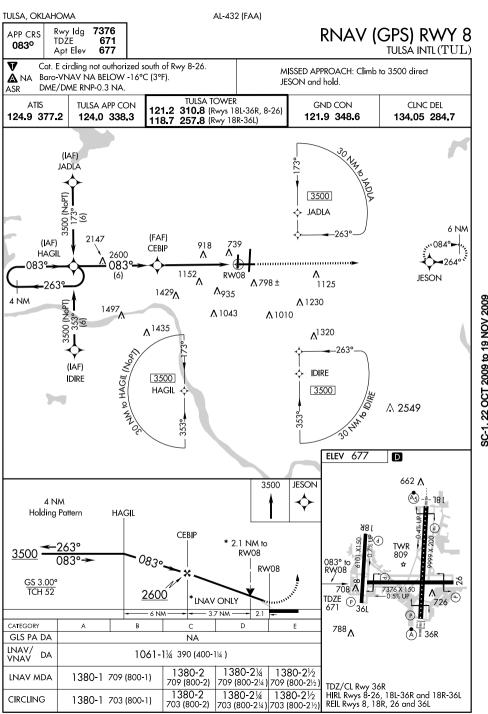


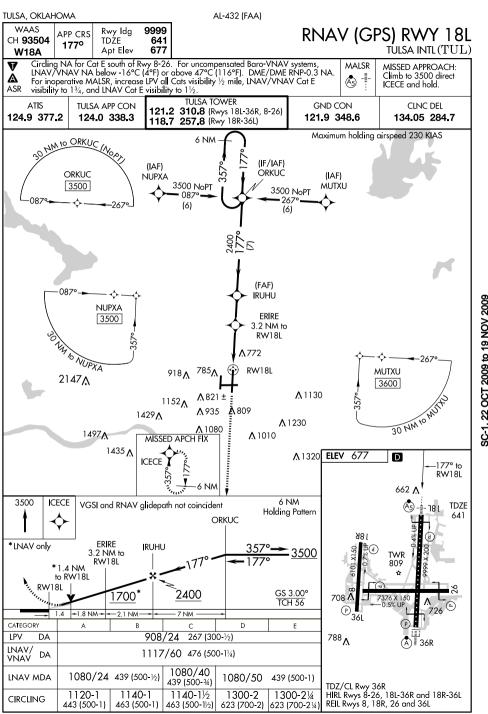


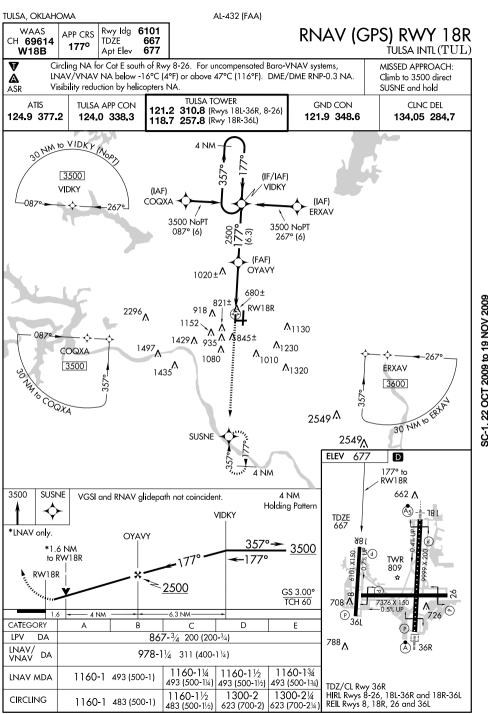


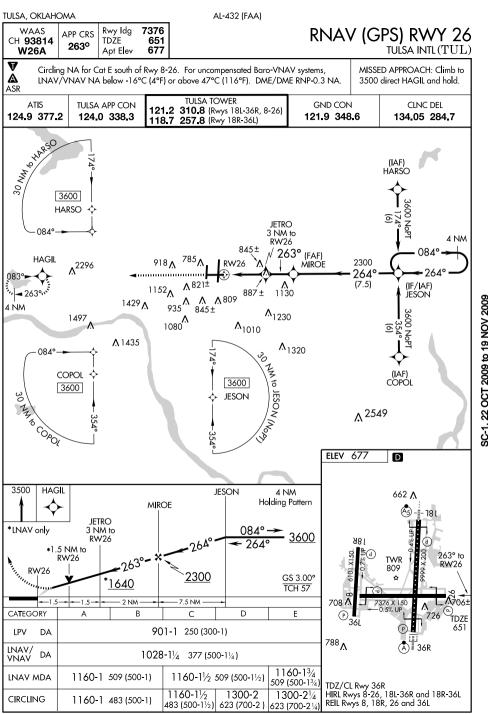


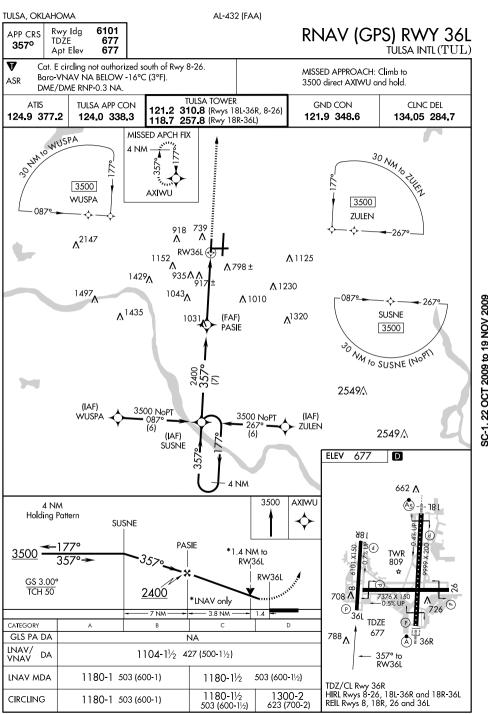


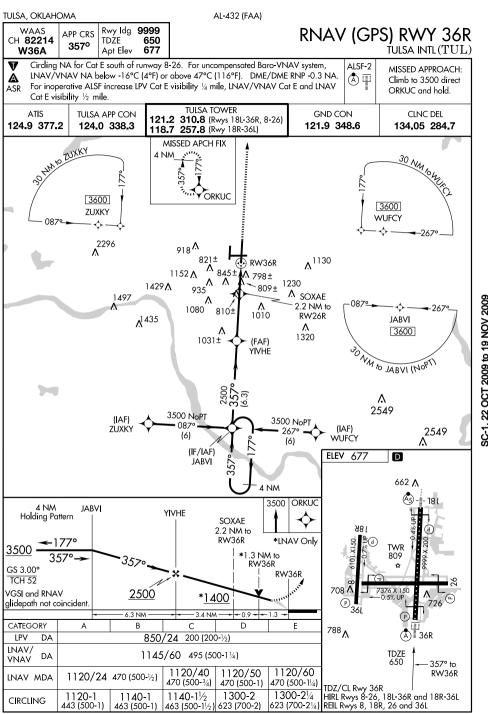












(TUL5.TUL) 08213 TULSA, INTL (TUL) TULSA FIVE DEPARTURE SL-432 (FAA) TULSA, OKLAHOMÁ ATIS 124.9 377.2 CHANUTE **FARMINGTON** CLNC DEL 109.2 CNU =: -115.7 FAM :== ' 134 05 284 7 Chan 29 Chan 104 TUISA TOWER N37°37.57′-W95° 35.61′ N37°40.41′-W90° 14.04′ 118.7 257.8 RWY 18R-36L L-10-15. H-5 L-16, H-5 121.2 310.8 RWYS 18L-36R, 8-26 NEOSHO 117.3 EOS :---WESTBOUND Chan 120 DEPARTURE FREQ N36°50.55′-W94° 26.14′ 124.0 338.3 SPRINGFIELD 116.9 SGF **∺≟**: L-16. H-6 Chan 116 BARTLESVILLE N37°21.36′-W93° 20.04′ 117.9 BVO **□::** •080°⇒ L-16. H-5 \_\_\_\_\_ Chan 126 N36°50 06′-W96° 01 10′ 260°••-R-080 ---L-15. H-6 RAZORBACK 116.4 RZC ---. TULSA Chan 111 114.4 TUL :--. Chan 91 KINGFISHER N36°14.79′-W94° 07.28′ 114.7 IFI :: - · L-16. H-6 N36°11.78′-W95°47.29′ Chan 94 N35°48.32′-W98° 00.24′ L-15, H-6 L-15. H-6 WILL ROGERS FORT SMITH 114.1 IRW :=: 110.4 FSM **∷**-Chan 88 Chan 41 N35°21.52′ - W97°36.55′ N35°23.30′-W94° 16.29′ L-15. H-6 L-16. H-6 ARDMORE 116.7 ADM =:-McALESTER Chan 114 112.0 MLC ----N34°12.69′-W97°10.10′ Chan 57 L-17, H-6 N34°50.97′-W95°46.94′ EASTBOUND L-17, H-6 MAVERICK DEPARTURE FREQ



<u>113.1</u> πτ

Chan 78 N32°52.15′-W97°02.43′ L-17, H-6

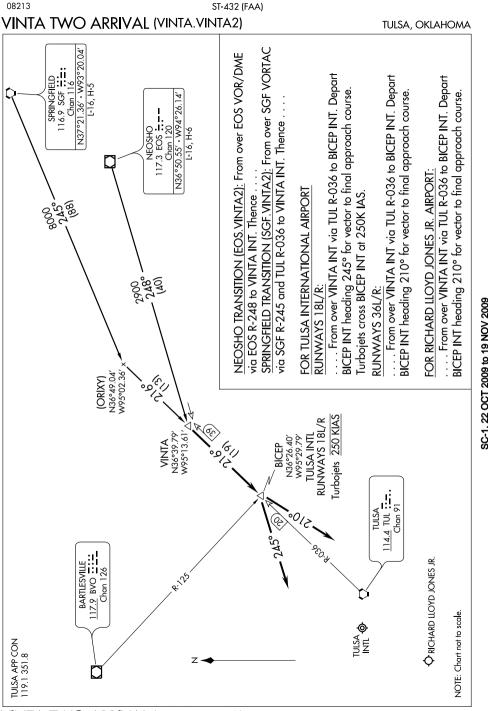
## DEPARTURE ROUTE DESCRIPTION

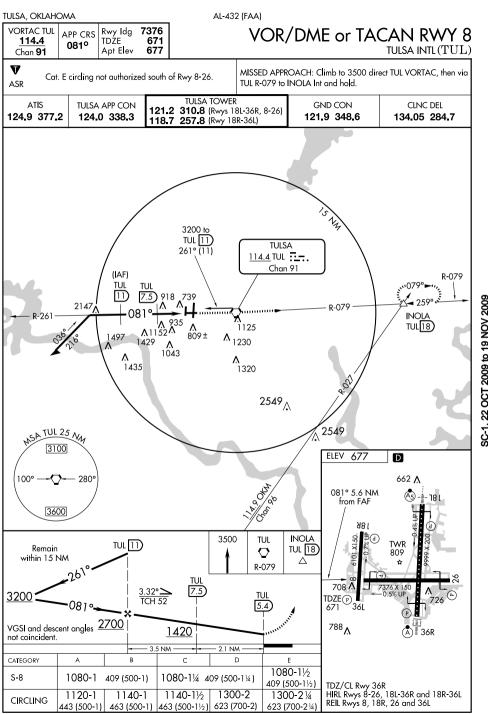
Fly runway heading, expect vector to assigned route. Maintain 15,000 feet or assigned lower altitude; expect further clearance to filed altitude ten minutes after departure.

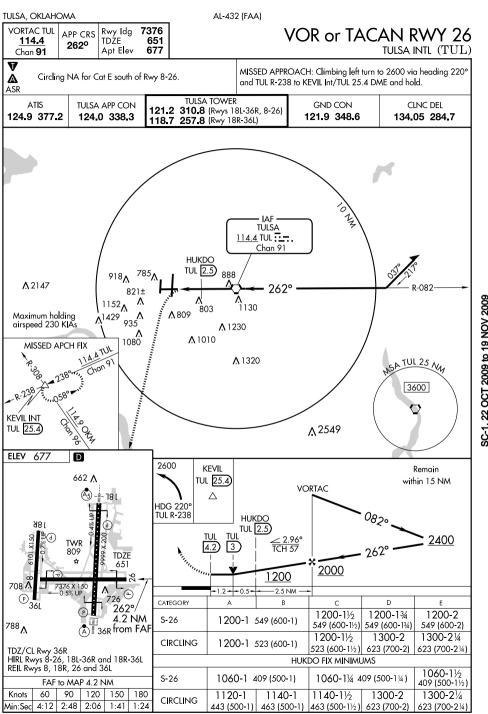
LOST COMMUNICATIONS: Proceed to and hold East of TUL VORTAC on the 080 radial. Climb to 15,000 or lower requested altitude, then proceed on course via filed route. Climb to requested altitude when established on course.

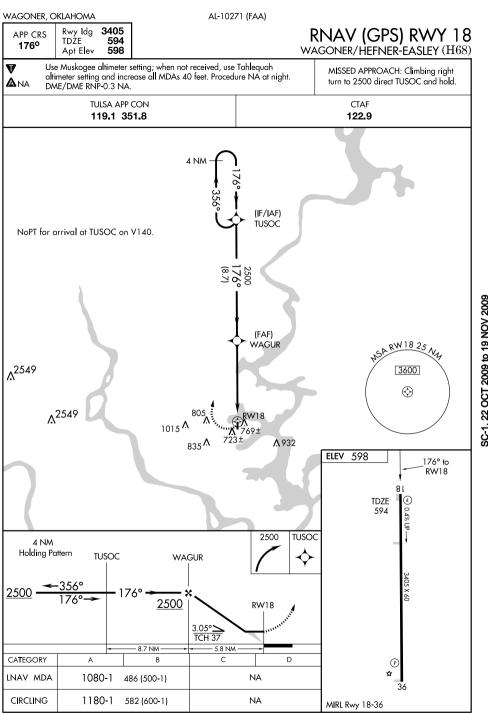
119.1 351.8

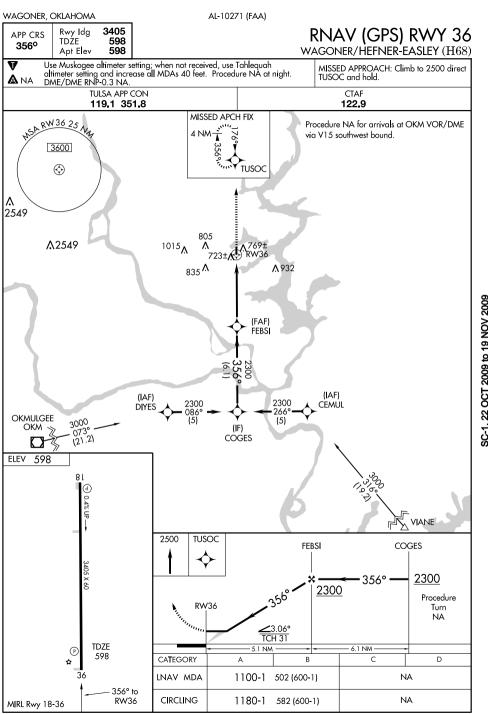
NOTE: Chart not to scale.

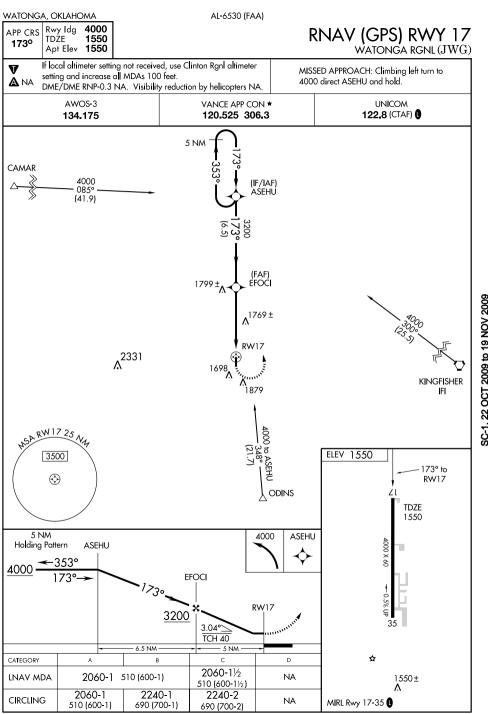


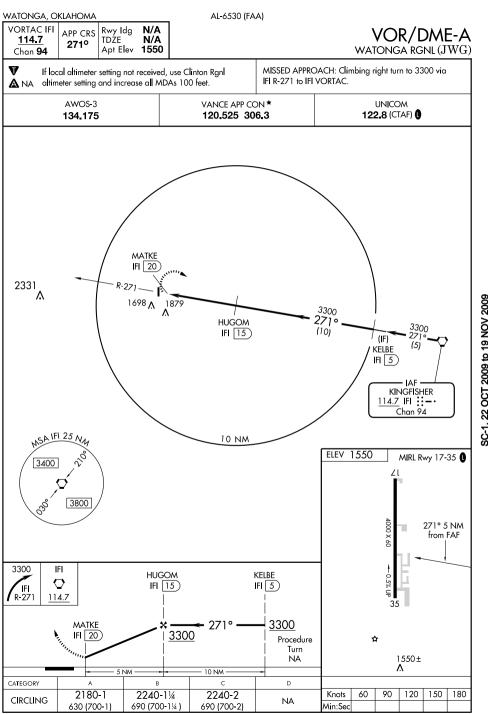


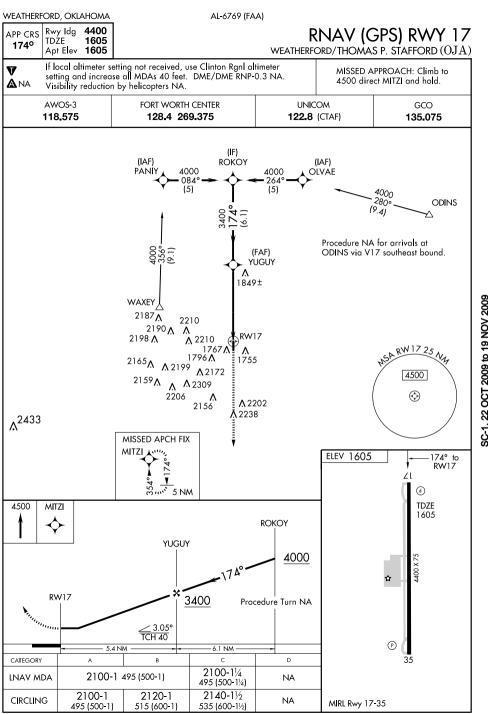


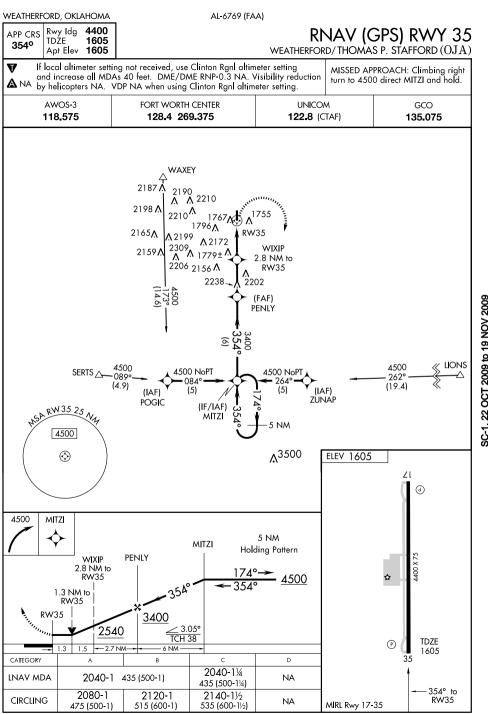












WOODWARD, OKLAHOMA			AL-6222 (FAA)				
WAAS CH <b>70614</b> APP CRS TDZE W17A APP ERS APP ERS	2176						RWY 17 VARD (WWR)
■ Baro-VNAV NA when using Gage altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 44°C (111°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Gage altimeter setting and increase all DA/MDA 40 feet.							b to 4500 direct
AWOS-3 118.425		KANSAS CITY CENTER 126.95 379.2			UNICOM <b>122.8</b> (CTAF)		
(IAF) RICBU 4000 NoPT (IAF) 089° (9) (IAF) (IAF) 4000 NoPT TUZXY 012.6)							
(FAF) RUNSY  A 2383							
ELEV 2189 172° to RW17	MISS	352°►[ 	FIX A	2580		2000	33.2) (33.2) (33.2)
2217±A 2	→ 0.5% UP (⑤)	A500 TISSY  A  RW17		NSY 172° -	OHFEB	352°→ 172°	4 NM Holding Pattern  4000  GS 3.00°
3	0 2322	CATEGORY LPV DA		6.1 NM — B 2426-1	250 (300-1	)	TCH 39
J.	VNA		2572-1½ 2700-1 524 (600-1)		396 (400-		2700-13/4
MIRL Rwy 5-23 and 17-35		/ MDA LING		511 (600-1)	524 (60) 2860 671 (70	)-2	524 (600-1 <sup>3</sup> / <sub>4</sub> ) 2860-2 <sup>1</sup> / <sub>4</sub> 671 (700-2 <sup>1</sup> / <sub>4</sub> )

